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TO-DAY'S DOLLAR — The closing rate of the dollar on demand, to-day was 1/2 3/4d.



No. 28,077

HONG KONG, SATURDAY, APRIL 9, 1932.

PRICE \$3.00 Per Month.

RACING.

LONG PROGRAMME OF TEN EVENTS

WILL SITTING BULL ATONE FOR HIS LAST DEFEAT?

WATCH THE OUTSIDERS

(By Wombat.)

There ought to be interesting racing at Happy Valley this afternoon, when the Hong Kong Jockey Club will offer a programme of 10 events.

The 2nd Aggregate Stakes will be the chief event, and should fall either to Sitting Bull or Hetman. The former, who is at his best just now, was defeated by Hetman when they last met over the same distance, but many "fans" are of the opinion that the Dynasty candidate will meet his Waterloo, if he runs against Mrs. L. Dunbar's speedy stayer. Three other good ponies in this event are Sadko, Bag and Braggie and Gold Key. They are safe place bets.

The New Bridge Handicap for "A" Class Australian ponies seems to provide another opportunity for the consistent and versatile Season Ticket, though Woodland Stag and Polar Star will doubtless be dangerous.

The Fatshan Handicap is a novice event and a big field should go to the post for it. Christmas Belle, Lobster Bay and Orlando appear to be the pick of this bunch.

The Handicapper seems to have done his work very well for this meeting, and I would not be surprised to see a few outsiders romp home.

My selections are:—

1st Race:—
Season Ticket.
Woodland Stag.
Polar Star.

2nd Race:—
Amoy.
Jupiter.
The Rainstorm.

3rd Race:—
Philanderer.
Cy-Pres.
Gold Bar.

4th Race:—

5th Race:—
But After That.
Anniversary Eve.
Westland Stag.

6th Race:—
Sitting Bull.
Hetman.
Sadko.

7th Race:—
Alexander Hall.
Gold Ring.
The Lion.

8th Race:—
High Jinks.
Pocahontas.
Jupiter.

9th Race:—
Christmas Belle.
Lobster.
Orlando.

10th Race:—
Overon.
King's Parade.
Hollo.

CHEUNGCHAU NOTES.

(From Our Own Correspondent.)

The Island has been the scene of unusual activities during the week. A "Retreat" for men was held in House No. 10, the prime movers being Rev. E. Bastin and Rev. J. McKenzie. About 18 members were expected but the average attendance was about 12. The meetings proved to be of a very interesting and helpful character. Rev. F. Shock gave a series of 3 addresses on Prayer, and Rev. G. Carpenter gave two on Jeremiah—The Man and His Message. Dr. Uttley spoke on the value of Emotionism in Religion. In all the meetings, discussion and exchange of thought was welcomed and freely indulged in and a very friendly spirit prevailed. Meetings of a devotional character were also held, notably the closing session on Thursday morning conducted by Rev. J. McKenzie of the New Zealand Mission.

Several other houses were occupied apart from the members of the "Retreat."

The Ching Ming Festival was celebrated in the usual way by the Chinese population.

A large match has been erected for the annual theatrical performance in connection with the Birthday of the patron deity of the Fishermen's temple. The ferry make extra trips to accommodate the crowds from Hong Kong who attend the performance. From Hong Kong there is a ferry starting at 10 a.m. the usual 2 p.m. and 5.30, and an extra ferry at 7.45 p.m. From Cheung Chau the

MORE DIAMOND MINES CLOSE.

Another Blow for South Africa.

RICHEST IN THE WORLD.

Following the decision of De Beers to close the Kimberley Mines there was further consternation at the announcement that the Premier Diamond Mine of Pretoria, the richest in the world, was similarly ceasing production at the end of March, flogging 330 Europeans and 1,500 natives out of work.

Apart from the depression, it is known that the Lichtenburg diamonds and the vast Namaqualand discoveries caused serious losses to regular producers, while the ever-increasing illicit traffic in stolen stones, estimated by some to amount to \$30,000 weekly, helped to bring on the crisis.

It is not known when the mines are likely to reopen, but the Government is investigating the whole position. It is questionable whether the industry will ever regain its former prosperity. Indeed, some are wondering if the world's saturation point has already been reached, in view of the fact that diamonds are purely luxuries and imperishable.

usual 7.45 a.m. and 4 p.m. extra ones at 11.30 a.m. and 6.45 p.m. The performance closes on Sunday. The Harbour Mission boat service still continues.

Arrangements for another "Retreat" were discussed and it may be held at Pang Shin.

FIRE TRUCK UPROOTS A TREE.

Peculiar Accident on Shanghai Bund.

FIREMAN SERIOUSLY INJURED.

(From Our Own Correspondent.)

Shanghai, To-day. A fireman was seriously injured to-day and several pedestrians narrowly escaped injury, while a tree was completely uprooted and a portion of the sidewalk broken, when a heavy fire truck was badly damaged when a peculiar accident on the Bund created commotion and excitement.

A passers-by, who witnessed the accident, stated that the vehicle was moving at a moderate speed when the driver either lost control or swerved sharply to avoid another vehicle.

A FLOURISHING DEPARTMENT.

British Post Office.

P.M.'S REVELATIONS.

(Reuter's Special Service.)

London, Yesterday. The British Post Office is still flourishing, notwithstanding the trade slump, and the fact that the postal services of many other countries have suffered severely.

The Postmaster-General, Sir Kingsley Wood, in a speech in Manchester revealed that the net surplus last year, after providing interest charges, approached ten million sterling, there being but a slight reduction of £184,000 as compared with 1930.

The Post Office, he claimed also had an improving record regarding lost mailbags. Only twenty-four bags had disappeared last year of the forty million odd conveyed by rail alone.

STIMSON & KELLOGG LEAVE FOR EUROPE.

Mr. Kellogg on Far East Crisis.

MR. STIMSON DENIES A RUMOUR

New York, Yesterday. Mr. Stimson and Mr. Kellogg today sailed for Europe, the former to attend the Disarmament Conference and the latter the League.

Mr. Stimson denied that his attitude in Geneva would be that the United States cannot reduce armaments, while Japan remains in Manchuria.

Mr. Kellogg expressed the opinion that the Sino-Japanese dispute would be settled without involving the Far East in war.—Reuter's American Service.

HONG KONG'S AQUARIUM.

The China Mail learns that the Hong Kong Aquarium is to vacate its present premises in Des Vœux Road Central, probably about the end of this month. It is to re-open about six weeks later in more extensive open air surroundings with a glass roof which will be more natural for the exhibits. It is understood that the decision was reached, because the exhibits have not thrived in an enclosed place with artificial lighting, and it has been found that open air and daylight are essential, if they are to be shown at their best. The new site will also be more attractive and convenient to visitors.

FAMOUS AERONAUT DEAD.

Collapse After a Flight.

MR. EUSTACE SHORT.

London, Yesterday.

Mr. Eustace Short, the famous aeronaut and partner in Short Brothers (aeroplane manufacturers) was found dead to-day in the cockpit of a seaplane he had been piloting above Rochester. The machine descended after a normal flight and a launch went alongside to take off the aviator, but to the consternation of those aboard found that Mr. Short had collapsed and died.

Mr. Short was sixty-two and learned to fly in 1928. Previously he had made hundreds of balloon ascents.—Reuter.

\$50 FINE.

For Passport Offence.

SENTENCE PASSED ON BRITISHER IN SHANGHAI

(From Our Own Correspondent.)

Shanghai, To-day. The first passport offence in many years has been brought to light.

Edward Francis Newman has been fined \$50 or six months' imprisonment for procuring a passport five years ago for himself and Nina Kovalova falsely representing the latter as his wife, although he had a legal wife and a grown-up daughter.

The prosecution viewed the case seriously.

STOP PRESS

The following note was issued this morning by the Naval Authorities:—

From information received it was believed that an attempt was to be made to pirate the Norwegian s.s. "Prosper" on a voyage from Hong Kong to Swatow on the night of April 6-7.

Certain precautions were taken by the Naval Authorities and the Police in conjunction, and the s.s. "Prosper" arrived safely at Swatow without an attempt being made to pirate her as far as is known.

The "Prosper" was built in 1917 by the Hong Kong and Whampoa Dock Co., Ltd. She is steel screw and her tonnage is 2,232.

Nanking, To-day. General Ma Kun, who has been defending Kan Chow in the Changsi Province against 100,000 Communists, has arrived for a conference with General Chiang Kai-shek and General Ho Ying-ching.

General Ma declares that the Communist leaders, including the notorious Chu Teh, are making a determined drive to occupy Kan Chow, which they wish to make the capital of the "Soviet Government of China," which government they intend to establish.—Reuter.

ARREST OF WOMAN FINANCIER

DEAN HEWLETT JOHNSON.

Returns to Shanghai After Tour.

IMPRESSIONS.

(From Our Own Correspondent.)

Shanghai, To-day. Dean Hewlett Johnson has returned to Shanghai following a tour in Hunan and round about Hankow, where he has been impressed by the effective measures taken for flood administration.

People in North Anhwei, he said, were eating bark, chaff, weeds, and mulberry leaves.

The Dean expressed the conviction that the English Christian Society would miss an immense opportunity, if it withheld help from China to finish so stupendous a task.

He hopes that plans for a Mansion House fund would prove successful.

LANG—LYONS CONTROVERSY.

N.S.W.'s Premier Defends Action.

STATE AND FEDERAL GOVERNMENT DISPUTE.

Sydney, Yesterday.

Defence of his action in barring out Federal authorities from New South Wales' income tax offices is made by Mr. Lang in a letter to Mr. Lyons.

Mr. Lang declares that the Federal Government's proclamation sequestrating parts of New South Wales revenue is a repudiation of the 1923 Financial Agreement, which provides that the State should act as the authority for the issue of assessments and collect both State and Federal income taxes. Therefore, New South Wales rescinded the agreement.

Meanwhile, to-day, large numbers of persons paid their State taxes into the Commonwealth Bank and, it is remarked, that they showed enthusiasm which is usually lacking on such occasions.—Reuter.

A "BORDERER" IN TROUBLE.

Found in a Vacant Peak Flat.

W. Howells, a private in the South Wales Borderers, was caught yesterday in a room on the first floor of 153, The Peak, which is at present vacant.

A Police report alleges that Howells climbed a drain pipe to the first floor, entering the room by breaking two panes of glass, and unbolting the window. When he was arrested, it was found that nothing had been stolen.

Howells was handed over to the Military authorities pending enquiries, and he will probably appear before a Magistrate on Monday morning.

CLOUDS AND FOG.

The Royal Observatory's report issued this morning states:—

The anticyclone has increased slightly in intensity, and has moved Eastward across South Japan.

A depression remains over Tonking.

Forecast:—East winds, moderate, cloudy, fog, mist or light rain.

POLAND PREPARING FOR WAR?

Soviet Press's Accusation.

POLISH FACISTS FEVERISHLY ACTIVE.

Moscow, Yesterday.

Sensational accusations of war preparations are levelled against Poland by the Soviet press.

Commenting on the result of the trial of Stein and Vasiliel, the organ of the Central Council of the Trade Unions states that people arriving from Warsaw with diplomatic passports are organising terrorist activities here. It is also stated that the question of the conversion of Western Ukrainians into a bridge for the purpose of gaining access to Soviet Ukraine is being openly discussed, while "demonstrative" visits of the general staffs of Poland and Rumania are occurring, accompanied by feverish war preparations by Fascist Poland.—Reuter.

THE AUTOMATIC POLICEMAN.

Questions Answered by Pressing A Button.

TELEPHONE "AUNT".

The automatic policeman has made his appearance in Prague, and lightens the burdens of the man in uniform.

On the main street an automatic machine has been placed in charge of a uniformed official, who has a numbered list of possible questions, and when he presses the required button, if the information is within the scope of the machine, it will throw out a folder giving, say, names and addresses of reliable lawyers, restaurants, hat shops, grocers up to the number of 200, and different traders and professional men. As all information is given gratis one suspects that this is just a new and discerning way of advertising.

The telephone office, not to be outdone in helpfulness, has opened a News Exchange, which in time may supersede the agony column of the daily Press, for the Exchange undertakes to receive and deliver messages either to subscribers at a given time, or to inquirers under a pseudonym. All one has to do is drop two crowns into the slot of a

MADAME HANAU

Paris, Yesterday.

Madame Hanau, well-known woman financier who figured in the famous Gazette du Franc case and who also sensationally escaped from St. Lazare prison, was re-arrested to-day and charged with the theft of public documents, following the publication of extracts from a secret police report to the Finance Minister by the journal "Forces" which she is conducting.

The report, which mysteriously disappeared from M. Flandin's room, alleges that Mme. Hanau published articles in "Forces" endeavouring to discredit various stocks. Mme. Hanau declares that M. Flandin alone is responsible for the loss and denies theft.—Reuter.

public call box and, after getting into touch with the useful exchange "Aunt," tell one's story, being mindful to punctuate each succeeding 20 words which drop from one's mouth by a crown dropped into the box.

Leave it to the Exchange. No more need to look up time-tables! The exchange will not only do that, but tell you the asking conditions in the mountains and if it is worth while to go there. Doctors can attend the theatre with easy minds, knowing that they will receive any calls made by patients during their absence, or again the telegram calling one-self home from a boring visit need not be sent, the exchange will see to that.

The exchange will take a friendly interest in the birthday of the rich relation and convey congratulations on the proper day, and quite reasonably it might be pressed into the service of the shy young man drop two crowns into the slot of a

THE PRESIDENTIAL ELECTION IN GERMANY

WALK OVER PREDICTED FOR HINDENBURGH

Berlin, Yesterday.

The latest forecast of the result of the Presidential election on Sunday, is that Hindenburg will poll nineteen million votes, Hitler 12,500,000, Thaelmann (Communist) four million.

The early lethargy of electors is due to the belief that Hindenburg's return is a certainty, but this is being countered by intensive electioneering for Hindenburg by the Republican organisation "Iron Front" and Bruening and other Cabinet Ministers.

A huge poll is expected. Nazis also are being active, but the Communists are very quiet in view of the hopelessness of Thaelmann's candidature.—Reuter.



The WOMAN'S Page



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Surprises In The Molyneux Collection

By M. H.

Paris. Molyneux is at his most successful when he follows a very simple line. The present collection shows this simple line with one or two little additions which give it individuality. Skirts, for instance, hang as though they had been sloped in very low down. This appears to be the case both in dresses and in suit skirts. There are other skirts which open very neatly over some front planks. If these were long they would suggest Queen Anne. As a contrast to the downward line of the pleats there are horizontal lines round the skirt at widely spaced intervals. Horizontal lines are rife, due very largely to the materials used. Sometimes they are wavy as well. Coats are made with horizontal lines as well as skirts. A plain suit may have an overblouse with horizontal stripes. A very becoming form of suit has a plain cardigan coat (with square pockets worn over a striped overblouse). Moles, belges, shades of grey are all used in this interest, and they are enlivened with an orange scarf, skilfully twisted round the neck, tied from one shoulder to another, sometimes inserted into the belt.

Sports Dress.

A model shows a sports dress and short coat in grey Angora material, trimmed with red and white spotted material, which is also introduced into the cap. The big collar and revers may be noted and the wide effect on the shoulders which makes for slim hips. The arrangement of the hip-yoke is also contrived for slimness, and the point runs naturally into the front pleats. Here and there parti-colouring is successfully carried

out. Wit has plain mole or beige skirt may be worn an overblouse of which half the bodice and basque are mole, while the opposite side of the basque is in the same tone, the rest being beige. This gives some amusing contrasts.

Molyneux is very skilful with little colour surprises. A blue coat may have white facings and an ochre lining. A white coat may be faced with black and worn with a black dress having a divided skirt and tied with a white bow. Overskirts are used a good deal here, and they are most becoming with their double line and their flattering, slimming effect. With them are worn straight little belted coats, sometimes with a loose back to them. A blue belted dress has a double skirt of which the top one reaches to just below the knees, both being very straight and slender. Round the square neck is a brightly coloured scarf.

Lower Waist.

Bloused backs have been reintroduced here also, with flattering effect. Waist is lower. Pleated skirts with very straight lines have a wide, plain border which slopes in a little on flower-pot lines. Worn with a belted coat of very plain cut this gives a good deal of variation to the general surface. With the slim double skirts three-quarter loose coats are worn with some elegance. With the bell sleeves and the slim dress underneath, these loose coats give a fragile appearance to the wearer, as though any thickness or width positively could not belong to her. Skirts are made rather smart with button outlining of the hips, below which are a few pleats at the knees or merely a bell-shaped skirt.

Evening frocks here are a little



different from those seen elsewhere. Many of the skirts are split up the front and trail away from the split to some distance behind. Sheaths are seen on very stately lines. Some bodices have a trimmed, round neck, while on the skirt the round line is inverted above the knees and from its inside curve fall pleats to the ground. The bodice may be slightly bloused, but the hips are kept very taut. Some hips are so soamed as to produce a sort of criss-cross of material. A long straight train looks very well with this. A one-shouldered effect is seen in some evening frocks, the neck having a deep bias line the lower end of which is suspended by an almost invisible attachment. On the other shoulder may be a fairly large bow. Some of the longer bodices are plain, with a round neck and chemise shoulders. They may be worn with a fuzzy skirt, bell shaped and with scallops of tucks all over it. A bateau neck is made by draping a scarf from one shoulder to the other. Where skirts have a full appearance this is often occasioned by means of a long panel at each hip. These are worn over a shorter skirt with a split front. Some skirts here are only ankle length.

Molyneux has a charming little wrap to go with an evening frock which looks like a scarf gathered

(Continued at foot of Column 7.)



Clearing Out The Odds And Ends

By C. N.

There are few things more difficult in a spring-cleaning campaign than the determination to clear out radically the accumulation of the Winter months and the clutter which somehow was spared in previous years. In the small modern house or flat books must be kept down to the minimum and a yearly weeding out is almost necessary. Detective novels, stories of films, reprints of the classics, and all that miscellaneous collection of books which lie on the borders between school-books (often kept for sentimental reasons) and books "worth keeping" can be sorted radically.

It is difficult to find a purchaser of the odds and ends of books. I lately sent a list of books from my shelves, which had been marked down to go, to two well-known booksellers. Many of the books were first editions and in good condition. The answer in both cases was that they had duplicates of all the books mentioned. A bundle of them would probably fetch a few shillings at a dealer's, but the best of them I shall keep for presents, and store them in an empty trunk for birthdays and future Christmas. The others will go to a small bazaar where they have a second-hand bookstall. Many clubs and social settlements are glad to replenish their libraries by gifts of readable books.

Getting rid of discarded clothes is a fairly simple affair, especially if you know a good wardrobe dealer who will come and inspect your collection. It is as well to decide beforehand which coat or which suit is worth most and have it priced

separately. A heap of odds and ends may go for a few shillings, including, perhaps, one article which is worth more than the whole lot. Good boots and shoes which will stand resoling always find a ready market, as do men's suits which are not entirely worn through at the elbows and knees. The old dress suit, however, is always a problem. The dealer is not keen to buy it, as it will be an addition to his dead stock. However good the cloth and the silk facings, no one will want to buy it.

The task of parting with odds and ends is always difficult, especially when they have been with you a long time. A bamboo table, however ugly it may be, may have held generations of newspapers and magazines and pamphlets, and you could nearly always find something interesting on it. I know a little furniture dealer, with most of his stock on the pavement, who will jump at the sight of one of them and give a good price. He is fond, too, of old wooden washstands, which, cut down, make excellent tables for small kitchens.

Linoleum, which may be discarded in favour of stained-boards, is always sure of a buyer. Strips of all shapes and sizes are acceptable. Pictures should be looked at twice before clearance—their frames may be worth keeping. A clean sweep of gimcracks, gewgaws, and mantel piece ornaments of all sorts will not bring much money. Here and there a white elephant stall will be glad of them, which means that they are passed on to another unfortunate at house to await another clearing out.



LINGERIE NOTES.

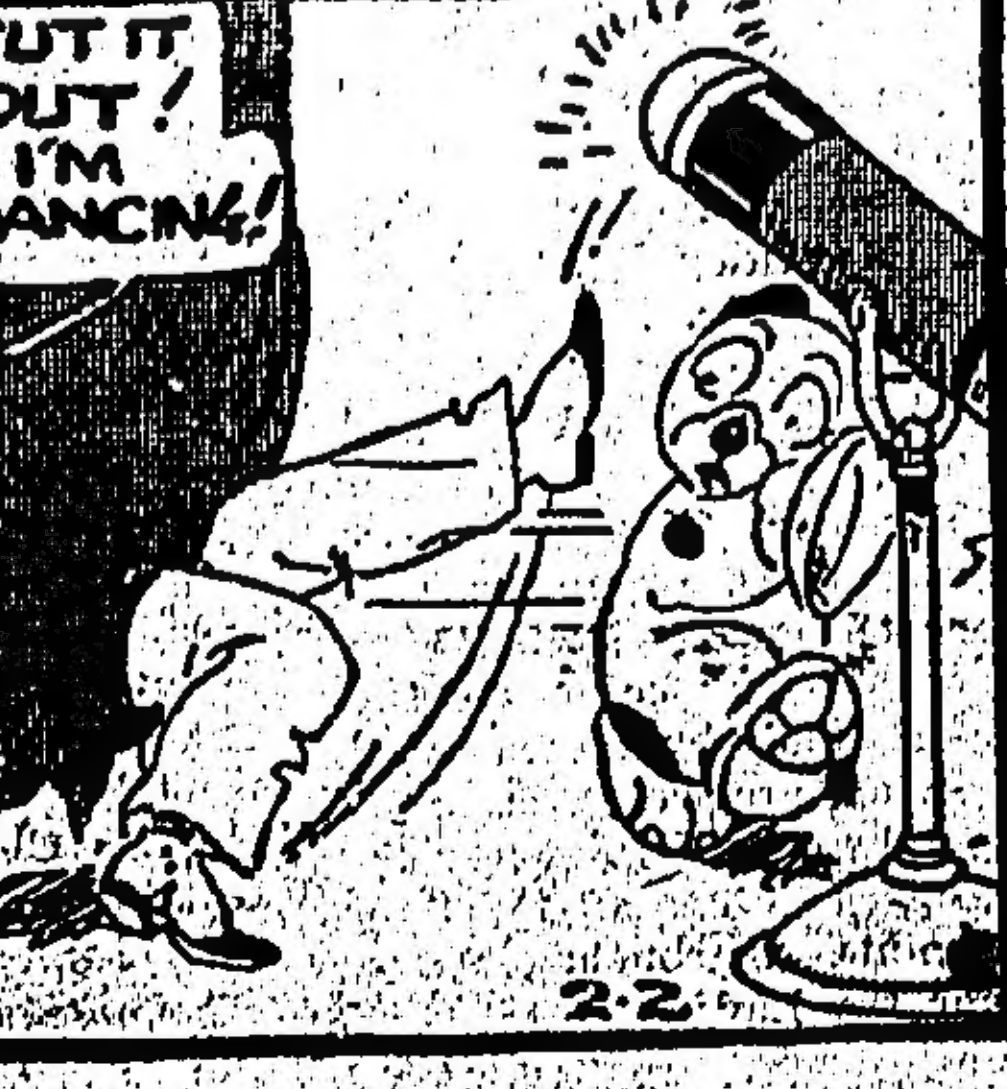
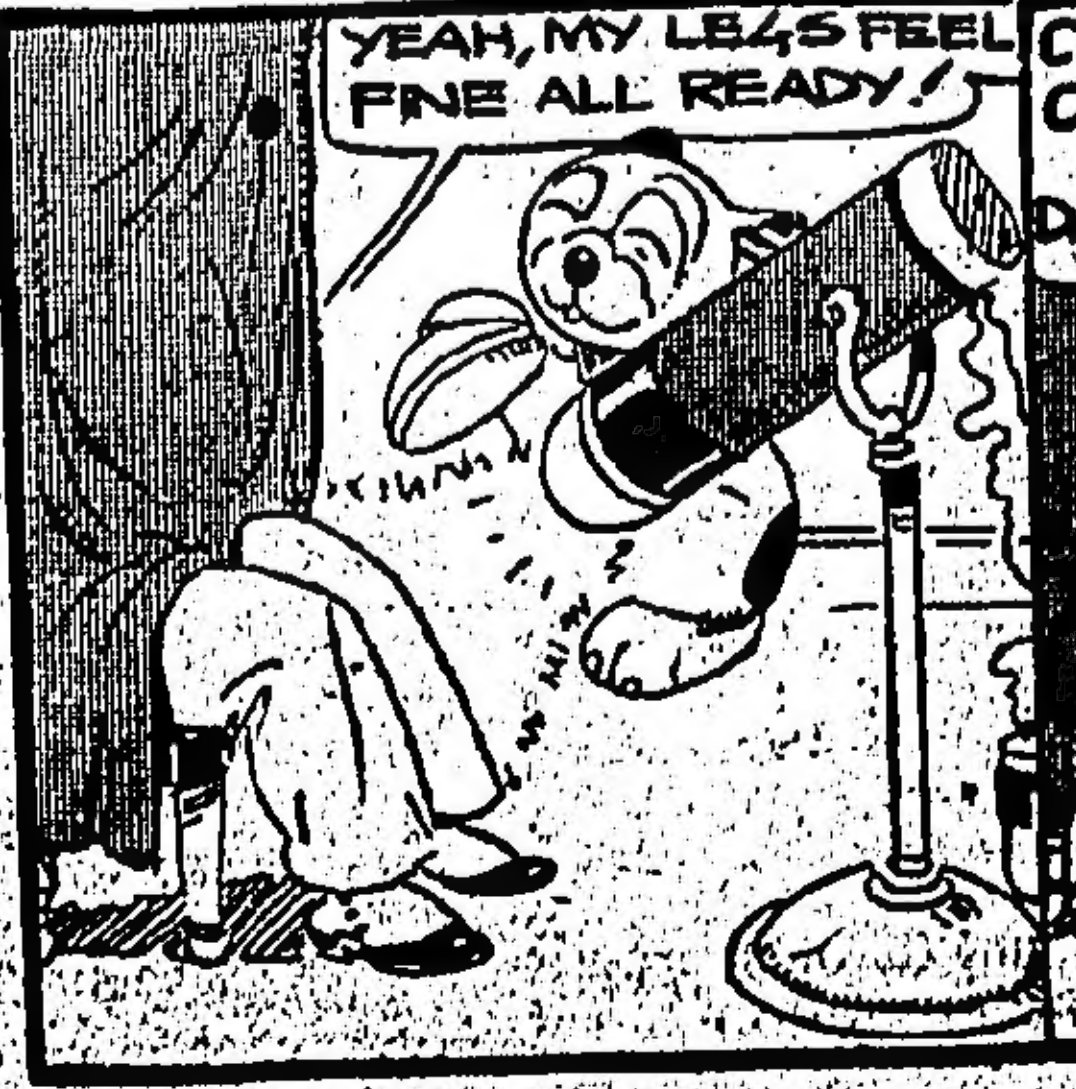
In the day time, the Parisienne wears a thin silk vest, a corset, a second vest, and pants of finest woven silk, in white, pale pink or blue. Over this foundation goes a frock of fine opaque material.

In the evening, she wears a corset, or corselet-chemise and knickers of crepe-de-chine and lace, and, if the frock is of satin, nothing more is needed; if it is lace or some other transparent stuff, there is the silk foundation.

up into sleeves at each end and billowed out behind by the wind. This ends at the waist and has all the advantages of the short jacket and the bloused back. Short capes also appear as wraps. Sometimes dresses have little capes attached to them. These fall in folds and have a distinct slant. A becoming velvet cape which recalls another epoch is made simply of two pleated rows of velvet and is almost like a tiled roof to the rest of the dress. Sheath frocks are really sheath-like, only having a few creases at the waist, as though to show that they can bend, and inclining towards a little fullness at the back. They appear as evening and day dresses alike.

By George Studdy

BONZO



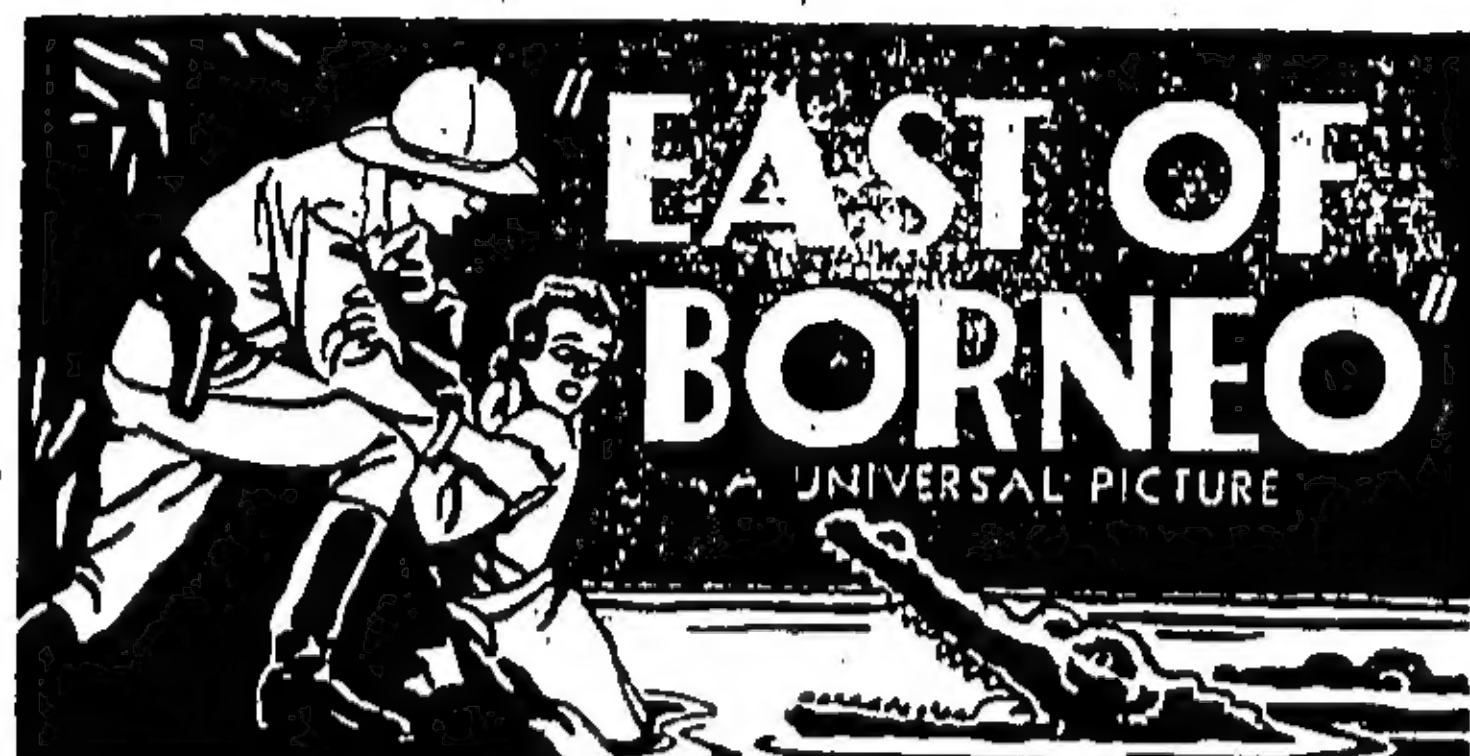
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CURRENT SPORTING GOSSIP

RUMJAHN ENTERS
THE FINAL.Defeats Lo in Straight
Sets in Replay.

GOLDMAN CLUB CHAMPION.

S. A. Rumjahn yesterday accomplished what all tennis enthusiasts expected—he beat M. W. Lo in straight sets to enter the final where he will be opposed to E. C. Fincher. He had had his lesson in the first match, which was abandoned after four sets, and yesterday he clearly demonstrated that the fortune which had smiled upon him in that previous encounter had served its purpose. He gave Lo a very sound trouncing, though the loser put up a grand fight. The second set was the best of the match, and had Lo been able to annex it after holding a 4-love lead a different story might have been told.

Full results of yesterday's play in the Lawn Tennis Championships were as follows:—

Open Singles.

(Semi-final Replay).
S. A. Rumjahn beat M. W. Lo 6-4, 6-3.
Club Championship Final.
L. Goldman beat A. L. Sullivan 6-1, 6-3, 6-1.
Handicap Singles "A".
Lampard beat Penn 6-2, 6-2.
Clarke beat Beck 6-2, 6-3.
Handicap Mixed Doubles.
Owen Hughes and Mrs. Hall beat Redmond and Mrs. James 4-8, 7-5, 6-2.

JAT REGIMENT TO
THE FORE.H.K. Area Small Arms
Meeting.

CONCLUDING DAY.

The Hong Kong Area Small Arms meeting was concluded yesterday with the Platoon Match which was open to three teams per Infantry Battalion, and which resulted as follows:—

"A" Coy 3/9th Jat Rgt., 1; "C" Coy 3/9th Jat Rgt., 2.
The best match of the meeting was the Inter-company and Battery Knock-out competition. This competition was open to all units in the Command, both Infantry and Departmental Units, and consisted of the teams being in the prone position on the 400 yards firing point. On the word "Advance," teams ran to the 300 yards range, loaded with 10 rounds and opened fire at eight plates. The first team to knock down the greatest number of plates in one minute, won the event. The last two teams were "B" Coy, S. W. Borderers and Hd. Qr. Wing 3/9th Jat Rgt., who were the eventual winners.

The winners of the various other matches were:

Team Revolver match—"B" Coy 3/9th Jat Rgt., 1; "A" Coy 3/9th Jat Rgt., 2.
Light automatic Team Match—"A" Coy 3/9th Jat Rgt., 1; "B" Coy 3/9th Jat Rgt., 2.

Major-General J. W. Sandilands C.B., C.M.G., patron of the meeting, presented the trophies to the winners, in the afternoon. He said how deeply he regretted the fact that the Argyll and Sutherland Highlanders had not been able to take part in the meeting owing to the emergency in Shanghai. Had they been represented, he was sure, that many of the prizes would have gone to that Battalion, which was renowned for its sporting traditions. He trusted that they would soon be back.

Many thanks were due to the President, Colonel C. R. U. Saville, D.S.O., O.B.E., and the Committee, for its excellent organisation, and to Lieut. J. Banker, Clegg, General Staff, the Hon. Secretary and Treasurer, for his indefatigable efforts in bringing the meeting to such a successful conclusion.

Macao Greyhound
Racing

Full results of the 29th and 30th Meetings of the Macao Greyhound Racing Club which were decided last Saturday and Sunday are appended as follows:—

29TH MEETING.

The "Shameen" Stakes, 300 yards.
Sr. Zee Tsoong Tuck's Sunny Jim 1 19.00
Mme. Fung Cheuk Hin's Milly Boy 2 19.24
Sr. Poo Tsay Yuen's Catchrop 3 19.54
Also ran:—Fairly Queen, Rainha De Saba, Cheerio, Great Joy.
Pari-Mutuels: Winner \$8.10; Place \$2.60, \$4, \$4.10.
Won by 4 lengths, 5 lengths.
Time: 19 seconds.

The "Hong Kong" Stakes, 500 yards.
Sr. K. H. Schen's Friendship 1 24.50
Sultan's Gay Bird 2 24.56
Sr. Zee Tsoong Tuck's Surchage 3 24.74
Also ran:—Netherhale, Mermaid, Norwood, Great Sport.
Pari-Mutuels: Win \$25.30; Place \$4.10, \$3.40, \$4.
Won by 1 length, 3 lengths.
Time: 34.50 seconds.

The "Swatow" Stakes, 300 yards.
Mme. Dong Chung She's Blue Wonder 1 19.20
Sr. K. T. Wang's Funny Bill 2 19.26
Sr. Zee Tsoong Tuck's Fanatic 3 19.40
Also ran:—Ben Bill, Dollar Bill, Marigold, Abdul Khadar.
Pari-Mutuels: Win \$7.10; Place \$2.30, \$2.30, \$2.50.
Won by 1 length, 4 lengths.
Time: 19.20 seconds.

The "Canton" Stakes, 500 yards.
Sr. K. T. Wang's Town Bill 1 36.00
Mme. Pearl K. V. Voong's Hello Mac 1 36.00
Mlle. L. L. McMurdo's Whitecraigs 2 36.09
Also ran:—Can Go, Barrier Boy, Romano, Mary Bill.
Pari-Mutuels: Win \$8.20, Win \$4.60; Place 1st \$4.90, Place 2nd \$3.50, 2nd \$6.70.
Won by dead heat, 1½ lengths.
Time: 36 seconds.

The "Lisbon" Handicap Hurdles, 525 yards.
Le Coint's Clissold Park 1 35.10
Sr. L. S. Faung's Caviar 2 35.37
Sr. Walter H. Chen's Frontier Force 3 35.67
Also ran:—Young Bill, Silvio, Aughrim.
Pari-Mutuels: Win \$8.50; Place \$3.70, \$4.20.
Won by 1½ lengths, 2 lengths.

TEN-A-SIDE HOCKEY
AT KING'S PARK.Club's Great Recovery
Unavailing.

C.B.A. TRIUMPH.

In a friendly hockey match, played at King's Park yesterday afternoon, the C.B.A. defeated the Hong Kong Hockey Club "A" eleven by five goals to three, after having a lead of four goals to nil at the interval. Both sides fielded only ten men.

In the first half the C.B.A. netted through Francis (2), T. Whitley and Hirst. The Club rallied together in the second half and scored through Tetley, Wade and Rees. Nearing the conclusion to the game, Francis registered the C.B.A.'s fifth goal as the result of a corner.

For the C.B.A., J. J. King played a great game in goal, whilst other players worthy of mention were S. MacNider, T. Whitley, Francis and Tipple. Outstanding players in the Club team were Hill, Tetley, Wade and Lowe.

Borderers Victory.
On the U.S.R.C. ground yesterday afternoon, a weak South Wales Borderers eleven defeated the Radio Sports Club by the odd goal in five, in an interesting encounter. Pts. Johnson did the last trick, being responsible for all the Borderers' points. Greenham Singh netted for the Radio.

The "Kowloon" Stakes, 300 yards.

Sr. F. R. de Carvalho's Brilhante 1 18.00
Sr. L. Tung's Seagrave 2 18.03
Sr. L. S. Faung's His Master's Voice 3 18.12
Also ran:—Great Delight, The Terror, Best Job, Doctorship.
Pari-Mutuels: Win \$6; Place \$2.30, \$4.70, \$5.50.
Won by 3 lengths, 4 lengths.
Time: 18 seconds.

The "Chung Shan" Handicap, 525 yards.
Sr. L. H. Richards' Charming Gipsy 1 32.96
Mlle. I. L. McMurdo's Nobody's Fancy 2 32.42
Stelly & Victor's Ralph 3 33.17
Also ran:—Cremorne, Generalship, Saifra, Slogger.
Pari-Mutuels: Win \$6.60; Place \$3, \$3, \$3.90.
Won by 4 lengths, 2½ lengths.
The "Vasco da Gama" Handicap, 525 yards.

Sr. P. F. Schen's Black Cloud 1 32.28
Sr. J. L. Fletcher's Wee Lassie 2 32.19
Sr. H. Henley's Fiorentina 3 32.12
Also ran:—Saarland, Two's Dan, Silver Dragon, Red Bill.
Pari-Mutuels: Win \$3.60; Place \$2.80, \$3.30, \$3.10.
Won by 1½ lengths, ½ length.

The "Amoy" Stakes, 300 yards.
Sr. K. T. Wang's War Plume 1 17.90
Mme. Simpson Sung's Lady Gnu 2 17.02
Sr. C. H. Henry Chen's Cinderella 2 17.02
Also ran:—Hector, Information, Black Bill, Switzerland.
Pari-Mutuels: Win \$13.80; Place \$2.60, 2nd \$2.40, 2nd \$2.30.
Won by 2 lengths, Dead Heat.
Time: 17.90 Seconds.

The "Green Island" Handicap 525 yards.
Stelly & Victor's Hussar 1 33.78
Sr. Robert V. U. Wang's Yellow Dragon 2 33.78
Sr. K. T. Wang's May Bill 3 33.97
Also ran:—Square Deal, Leadership, Princess Vanity, Black Wind.
Pari-Mutuels: Win \$5.70; Place \$2.60, \$2.40, \$3.10.
Won by 3 lengths, 1½ lengths.

30TH MEETING.
The "Amoy" Stakes, 300 yards.
M.G.R.C.'s Spring Day 1 20.00
M.G.R.C.'s Whisper 2 20.03
M.G.R.C.'s My Pal 3 20.12
Also ran:—Local Star White Col-lar, My Gal, Dreamland.
Pari-Mutuels: Win \$4.50; Place \$2.40, \$2.50, \$3.60.
Won by ½ length, 1½ lengths.
Time: 20 Seconds.

The "Nanking" Stakes, 500 yards.
M.G.R.C.'s Silvious 1 31.60
M.G.R.C.'s Lily "B" 2 31.63
M.G.R.C.'s My Top 3 31.76
Also ran:—Marquette, Sochow, Ginger Mick, Ever Famous.
Pari-Mutuels: Win \$7.70; Place \$2.70, \$5.20, \$2.80.
Won by ½ length, 2 lengths.
Time: 31.60 Seconds.

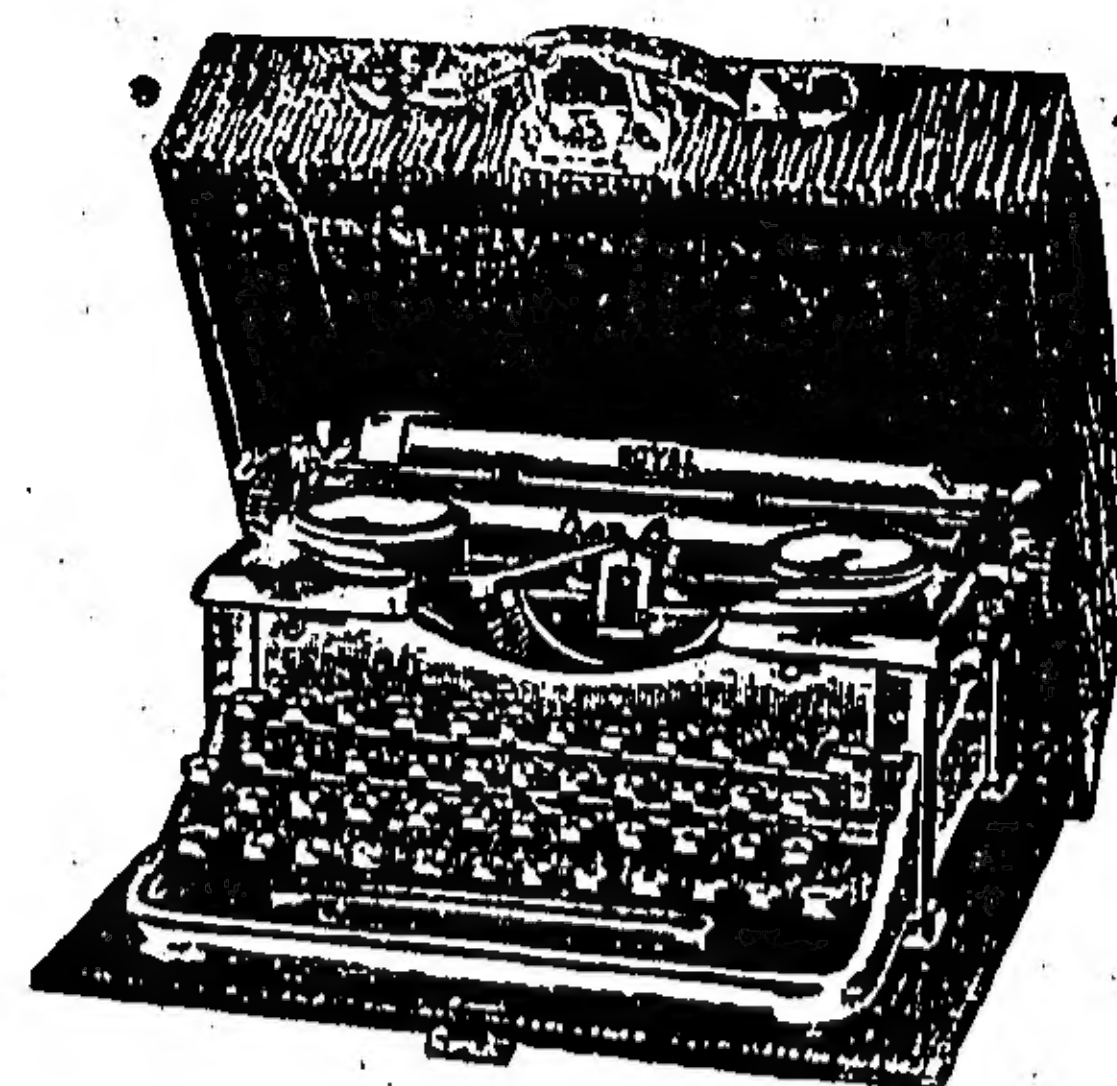
The "Shameen" Stakes, 300 yards.
M.G.R.C.'s Lux 1 18.60
M.G.R.C.'s Handsome Harry 2 18.61
M.G.R.C.'s Tarcy 3 18.62
Also ran:—Hilda Goldsmith, Tinkle, Fond Memory, Honolulu Girl.
Pari-Mutuels: Win \$17; Place \$2.70, \$2.50, \$2.30.
Won by short head, short head.
Time: 18.60 Seconds.

The "Hongkong" Stakes 500 yards.
M.G.R.C.'s Flyaway 1 22.50
M.G.R.C.'s Mr. Pickwick 2 23.53
M.G.R.C.'s Luho 3 23.59
Also ran:—Feigned Heart, Royal Tea, Express, Blue Sea.
Pari-Mutuels: Win \$7.40; Place \$2.70, \$2.40, \$3.70.
Won by 18 lengths, a head.
Time: 32.50 Seconds.

The "Canton" Stakes, 500 yards.
M.G.R.C.'s Lord Roseberry 1 31.90
M.G.R.C.'s Cloudy Knoll 2 32.62
M.G.R.C.'s John Willy Go On 3 33.52
(Continued on Page 2.)

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Lecture.

THE GEORGE BENNIE RAIL-PLANE

GLASGOW ENGINEER'S INVENTION.

Cheap to Construct and Maintain.

By Prof. W. Brown, M.A., B.Sc., F.R.S.E., A.M.I.E.E.

Last night, addressing the Hong Kong University Engineering Society, Professor W. Brown, M.A., B.Sc., F.R.S.E., A.M.I.E.E., delivered the following interesting lecture.

The Chairman of the meeting was Mr. H. Z. Ho; and a vote of thanks to the lecturer was proposed by Mr. A. H. Fenwick, B.Sc., A.M.I.C.E., President of the Society.

In the course of his address the lecturer said that:—

The persistent demand for improved transport, with greater speed, safety, comfort, and economy has caused the gradual evolution of railway trains, motor cars, steam and motor ships, aeroplanes and airships, to their present remarkable stages of development. Each of these modes of travel has its own special advantages and disadvantages relative to the others, and each is a compromise. When speed is the principal consideration the aeroplane undoubtedly comes first. It has the further merit that no track need be constructed for it, and in this respect resembles the ship that sails the seas. But though improvements are continually being devised, it cannot be said yet that the aeroplane is free from danger, and there are still many people who, with ample opportunities are unwilling to trust themselves to the thrills of flying.

Long distance trains can give one a remarkable degree of comfort, and an average speed of nearly 60 miles per hour. The passenger carrying plane of today can give quite reasonable comfort, and an average speed of approximately double that of the fast train.

If we may wish to describe the Rail-Plane in the briefest way, we might call it an attempt to combine the safety of the railway train with the speed of the aeroplane. That is how the name rail-plane originated. It is like an aeroplane that cannot fall down. Yet the name is not wholly appropriate as the car which is used, has no wings or "planes," but resembles a small airship rather than an aeroplane. The title "aero-railway" would perhaps be better. Yet one must admit the right of an inventor to give his own offspring any name he likes!

Rail Plane Origination.
The idea of the rail-plane originated in the fertile brain of Mr. George Bennie, a well-known Glasgow engineer, who has several other inventions to his credit.

During his recent period at home Professor Brown met Mr. Bennie, discussed the rail-plane with himself and some of his colleagues, saw the splendid working model in his office, and inspected the full-scale demonstration line erected on the northern edge of Glasgow.

The car has accommodation for 20 people with its present seating arrangements, but with less luxury could take in quite double that number. The body is largely of duralumin, and with motors and all equipment weighs only about four tons. Thus the dead weight is about equal to the carrying capacity. Contrast this with an ordinary passenger train on a railway, where all the passengers and their baggage may weigh only 6 or 7 per cent. of the empty train!

The car is suspended from the mono-rail overhead, and the track wheels run on roller-bearings, with the minimum of resistance.

Bennie's Novel Idea.

These wheels themselves embody a novel idea of Mr. Bennie's, viz., a ring of rubber inside the tyre. This gives wonderful freedom from noise. The only function of these wheels is to support the car, and run quietly and smoothly. They are not used for driving the car, nor for braking either. In the case of the familiar railway engine, the effort it can give to the train is proportional to the weight resting on the driving wheels. This pulling force can be increased by the use of sand, to increase the coefficient of friction, and it may there be tunnels or over-bridges, be reduced almost to zero if from or very sharp bends or excessive any cause the rail becomes slippery. But in the Bennie rail-plane, the condition of the rail makes no

difference, and adhesive weight is of no value, as the car is driven not by its track-wheels but by air-screws. This mode of propulsion has some striking advantages. Starting and stopping are very smooth. The absence of jerking is very pleasant. Also the reversal of the propellers, which can be done easily and almost instantaneously, provides a very gentle but effective brake.

Brake-shoes acting not on the wheels, but on the track-rail and on the under side of the track-girder, provide more powerful and positive braking. These friction brakes can be operated by hand and also electrically, and the electrical application of them can be made automatic, controlled by the signals along the line.

The demonstration line takes its power from the neighbouring tramway system, and each air propeller is driven by a motor of normal power 60 H.P., working on direct current at 500 volts. The usual propeller speed is about 1,200 revolutions per minute, and this gives the car a velocity, on the level, of about 120 miles per hour. The demonstration line is only a very short one, about 200 yards long, so that it is quite impossible to get up any high speed, in fact not more than about 25 miles per hour. But the figure of 120 m.p.h. claimed for normal running conditions may be readily accepted, as it is based on the very accurate knowledge of air-resistances and propeller performances obtained from aeroplane experiment and experience. Aero-dynamics has now become almost an exact science.

Suspended From Overhead.
Wherever electrical energy is available at cheap rates, the Bennie rail-plane would naturally make use of it, whether D.C. or A.C. But in the absence of such, high-speed internal combustion engines of the "aero" type could be used instead, with no important difference in weight, or efficiency.

Such a car as is here used suspended from an overhead rail would be liable to sway a good deal in a strong wind, and to swing out through a big angle on rounding a curve at high speed. This tendency is however controlled by horizontal wheels which work against a guide rail underneath the car.

It is claimed for the Bennie Rail Plane that it can climb without difficulty gradients of 1 in 25, which is much steeper than is practicable in an ordinary railway depending on the adhesion of steel wheels on smooth steel rails. On a steep gradient the effort required of the engine increases very greatly, and at the same time the force of adhesion diminishes. 1 in 100 is considered a rather steep gradient for an ordinary railway on which continuous high speeds are wanted.

It is also claimed that the rail-plane system is extremely cheap to construct and to maintain, in comparison with ordinary railways. The following comparative figures are supplied by the inventor:

Double Line Railway . . . £ 60,000
Double Line Tramways . . . 30,000
Double Tube Railway . . . 800,000
Double Track Bennie Rail-Plane . . . 19,000

These are the costs of new construction, but one of the chief ideas of Mr. Bennie is that his over-head railway could be built along and above existing railways, and even over existing roads. The rail plane would then be used for the conveyance of passengers and light goods at high speeds, while the ordinary roads and railways would still carry the heavy traffic at ordinary speeds. This separation of high-speed traffic from low speed traffic he regards as of great practical importance.

Of course, the rail-plane track would need to deviate from the ordinary road or railway wherever the coefficient of friction, and it may there be tunnels or over-bridges, be reduced almost to zero if from or very sharp bends or excessive any cause the rail becomes slippery. But in the Bennie rail-plane, the condition of the rail makes no

over hitherto untouched country, it should be observed that very little levelling would be necessary, as many changes of ground level would be compensated by using trestles of different heights, and these trestles could be built up from standardised parts.

Also, the ground would be very little disturbed by the erection of a rail-plane overhead. Instead of cuttings and embankments and tunnels we would have merely small concrete foundations, spaced about 60 feet apart, to support the trestles, while between these points streams, roads, existing rail-ways, and agricultural land would remain undisturbed.

Again, each car requires only one driver, and the number of cars required would be small, on account of their high speed of travel and quick turn-round. Mr. Bennie had discussed with the lecturer the probable service if a line were constructed between Glasgow and Edinburgh. This is a distance of about 50 miles. A car, accommodating say 40 passengers, could do this journey in 25 minutes, and could be back at the starting point ready for a second outward trip, in little over one hour. Hence, only seven cars would be required to maintain normally a 10-minute service, conveying each way about 240 passengers per hour.

Kowloon-Canton Rail-plane?
Perhaps some day we may see a Bennie Rail-plane running between Kowloon and Canton, over the existing railway.

The only region in which a large deviation would be necessary would be between Yumati and Shatin, and over that section the aero-railway could follow very approximately the route taken by the motor road. The journey between Canton and Kowloon would take just about one hour.

The cars of a Bennie aero-railway could be run in either direction with equal ease, but not with equal efficiency. The propellers are less efficient when running in reverse. Hence it is intended to run the cars usually in one direction only, and thus it is necessary to provide a turn-table, or a "Y," or a loop, at each terminus.

The lecturer was of the opinion that the Bennie Rail-Plane would probably prove satisfactory, both mechanically, and economically. The process of invention may be regarded as complete and now the inventor is mainly concerned with advertisement and propaganda. Encouraging enquiries have already been received from railways, transport companies, and governments in many parts of the world, and one may hope to see the rail-plane adopted in many places at an early date.

The lecture was illustrated by a set of excellent lantern-slides, presented to Professor Brown by Mr. George Bennie.

MACAO RACING.

(Continued from Page 4.)

Also ran: Chider Black, Rokie, Hot Mama, Kung Pao.

Part-Mutuels: Win \$5.50; Place \$2.40, \$2.70, \$4.50.

Won by 12 lengths, 15 lengths. Time: 31.90 Seconds.

The "Green Island" Handicap

Hurdles, 525 yards.

M.G.R.C.'s Reliance 1 35.20

M.G.R.C.'s Hiawatha 2 35.34

M.G.R.C.'s Silver Knight 3 36.74

Also ran: King Pippin, Bunt, Beza Boy.

The "Shanghai" Stakes, 500 yards.

M.G.R.C.'s Jillander 1 32.20

M.G.R.C.'s Benny Drew 2 32.44

M.G.R.C.'s Goldong 3 32.45

Also ran: Lawless, Gold Duke, My Boy, Frontier Laddie.

Part-Mutuels: Win \$5.30; Place \$2.70, \$5.30, \$3.20.

Won by 4 lengths, short head. Time: 32.20 Seconds.

The "Kowloon" Stakes, 300 yards.

M.G.R.C.'s Egyptian King 1 19.40

M.G.R.C.'s Dusty Maid 2 19.49

M.G.R.C.'s Fair 3 19.55

Also ran: My Lad, Montana, Morning Hope, My Mate.

Part-Mutuels: Win \$7.20; Place \$2.80, \$4.60, \$2.70.

Won by 1 1/2 lengths, 1 length. Time: 19.40 Seconds.

The "Chung Shan" Stakes, 625 yards.

M.G.R.C.'s Whirlwind 1 40.00

M.G.R.C.'s Rayna Randa 2 40.01

M.G.R.C.'s Hetty 3 40.10

Also ran: Mona "T", Miss Modesty, Rockhampton, Mary Dell.

Part-Mutuels: Win \$7.70; Place \$3.20, \$2.80, \$4.80.

Won by short head, 1 1/2 lengths. Time: 40 Seconds.

The "Macao" Stakes, 500 yards.

M.G.R.C.'s Savannah 1 41.00

M.G.R.C.'s My Glory 2 41.12

M.G.R.C.'s Sea Queen 3 41.30

ROUND HONG KONG'S CINEMA THEATRES

OFFICIAL SOURCES.

"GET-RICH-QUICK-WALLINGFORD."

Imagine having a cheque for \$25,000, certified and perfectly good, but being in a spot where to endorse and cash it meant jail! It doesn't sound possible, but William Haines, Jimmy (Schnozzle) Durante and Ernest Torrence prove that it can be done. The situation is one of the amusing complications of "New Adventures of Get-Rich-Quick Wallingford" which will open to-morrow at the Queen's Theatre. The comedy romance of love and high finance was suggested by the popular Cosmopolitan Magazine stories of George Randolph Chester. Haines plays the famous get-rich-quick expert in the adventures of the master grafter; Durante, the renowned New York stage comedian makes his first talking picture appearance as the riotous chauffeur; and saxophone-playing Blackie Daw is played by Torrence. Lella Hyams, who played opposite Haines in "Way Out West," "The Girl Said No," and other pictures, is the heroine.

"BEHIND OFFICE DOORS."

Should wives pick their husband's secretaries? Business men will say "No!" most emphatically. Yet there are some wives and fiancées who think their domestic duties extend to their husbands' offices. But this isn't good business, according to Robert Ames, who plays the role of a busy office executive in Radio Pictures' "Behind Office Doors," now showing at the Queen's Theatre.

"A good looking private secretary," says the actor, "is a distinct asset to a paying business and a great attraction to new trade." And when the private secretary is as charming and capable as Mary Astor, who plays a leading role, who is there to dispute his keeping her on even though an apprehensive fiancée objects?

"EAST OF BORNEO."

Is one of the most remarkable motion pictures ever shown in the Colony. This unusual drama opened an engagement at the Central Theatre yesterday, and at once im-

pressed as a picture which has something to offer in addition to a highly interesting story. The story is laid in the wild jungle country of the Malay Peninsula, and many of its scenes were actually made there by an expedition which travelled half way around the world from the studios in Hollywood. Thus the authenticity of the scenes is unquestioned, and the picture as a whole constitutes a valuable record of life and customs in that far-off land.

The story concerns an Oriental rajah, an American woman and her former husband. The latter, embittered by his unsuccessful marital venture, has chosen literally to bury himself in the Malayan jungles where he is the only white man, and where he acts as personal physician to the rajah of the district. The wife, feeling the return of her old love for her former husband, follows him to this tropical outpost, and it is after her arrival that the story takes on an unusual quality of tense drama. With the indignant husband repulsing his former wife, and the rajah casting covetous eyes on her, a situation is created which leads to exciting events and a most thrilling climax.

Scenically, "East of Borneo" is full of wild charm. Most of the scenes take place in the palace of the rajah, a picturesque ruin situated on the bank of a crocodile-infested river, with an active volcano topping the mountain range in the middle distance. The cast, headed by Rose Hobart and Charles Bickford, is excellent. These two players are ideally suited to their roles, as are also Georges Renavent, Lupita Tovar and Noble Johnson. The efforts of these artists are supplemented by several hundred native Malays, who supply the "finishing touch" to a screen production which is in every way remarkable. Universal and Director George Melford may well be proud of "East of Borneo."

"THE SANTA FE TRAIL."

Two child actresses play the leading feminine roles in "The Santa Fe Trail," filmed Hal G. Evarts' novel, "Spanish Acres," now showing at the King's Theatre. The players are Rosita Moreno, appearing opposite Richard Arlen, and Mitzi Green, who carries the juvenile interest of the picture with Junior Durkin. Mitzi is still a child actress. At nine, she is enjoying the popularity on the American screen that Rosita held on the South American dancing stage at the same age. Being an interpreter of the difficult Castilian dances, Rosita's debut as a child favourite, was delayed a couple of years past that of Mitzi. However, their careers are parallel. Rosita learned to dance almost as soon as she could walk; Mitzi was mimicking grown-ups before she could talk. Both were born into stage families. Rosita was the daughter of La Pilarica and Pace Moreno, dancers; Mitzi's parents are Joe Keno and Rose Green, vaudeville performers. Rosita and Mitzi have lived behind the stage scenes all of their lives. Both made their debuts at the age of three. Rosita won a children's dancing contest in Mexico City at that age, while at three Mitzi first stepped on to the stage as a mimic, imitating Sadie Burt, who happened to be on the same bill with Mitzi's parents.

"PALMY DAYS"

Eddie Cantor in "Palmy Days," which Samuel Goldwyn produced, is coming to the King's Theatre next Sunday. It heralds the advent of a new kind of song-and-dance picture. His "Whoopee" last year was acknowledged the last and greatest of the first great flood of that kind of screen entertainment. "Palmy Days," like its predecessor, has elaborate and intricate dance routines, staged by the same master that presided over "Whoopee," Busby Berkeley. But they are different kinds of numbers. Chorus girls, for instance, don't exist in "Palmy Days." But, at the same time, there are dozens and dozens of Hollywood's most decorative femininity, so decorative, in fact, that Goldwyn insists that they "outdo Whoopee." They are waitresses in the super-bake-shop, over which Eddie Cantor presides as efficiency expert. Or they are customers in the impossible lunch room as Eddie plays them in the intricate art of dancing to song and dance.

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CHARLOTTE

Kowloon is a modern developing area. Such immense sums of money as other older towns have been obliged to spend need not be spent to-day, or at any time in the future. If those in authority realise their duty to the generation of the day and the generations of the future. And if those in authority will look ahead. In spite of a few declaimers to the contrary, it seems to me that authority can succeed in its duty better than it has ever done in the past.

The Chairman of the Finance Committee has assured Mr. Bragg that the matter "will be looked into." We hope he will not only "look into" the matter but, what is of yet greater importance, look ahead.

A Chinese widow living at 1000 West Shanghai Street has reportedly told the police at Yunnan that she owned a Singer sewing machine valued at \$100 to a Chinese dealer at 1700 West Wanning Street at a monthly price of \$10. She alleged that the machine was stolen from her by a Chinese man.

D' O. de Silva, Jean Hund, J.
Pestonjee, B. Pasco, Dedecjoul,
Ho Kom-ton, J. W. Carroll,
A. W. Brown, Wei Tat,
H. M. H. Esmail, B. W. Byad-
bury, F. Linennen, R. K. Modi,
Ezra Abraham, H. Seth, J. H. Seth,
E. S. Kern, W. S. Bailey, D. Tolan,
C. D. Wilson, K. de S. Robertson,
J. H. Ruttonjee, D. MacFarlane,
D. K. Kharas, A. Mackenzie, C.
Gregory, H. W. Page, M. Miles, Mr.
and Mrs. L. A. Tobias, Mr. and Mrs.
Castro, Mr. and Mrs. Talati, Mrs.
May, Mr. and Mrs. Hariman, Rev.
Carl Ludwig Reichelt, Mrs. R. C.
Moses, Mr. C. A. Goldenberg, Mr.
L. L. Goldenberg, and many others.

Personal Pan.
Sir Robert and Lady Ho Tung, together with their daughter Irene, leave the Colony to-day and board the P. & O. liner Cornflower, enroute to England for America. The ship.

China Mail Reviews.

Mr. Churchill, "after many years of experience and reflection," essays to reconcile modern thought with those ancient beliefs handed down through the centuries. Maybe, it would be more precise, to say, he seeks to reconcile those ancient beliefs with modern thought; that he seeks to harmonise those ancient beliefs with the light of the knowledge and the insight which is our's to-day. If Mr. Churchill is not wholly convincing, he does, at any rate, open up the way to another approach to so controversial an issue.—Well worth careful reading.—R.

the plot. Some of the characters are

For every course except the sweets

SEVERANCE OF WATERWORKS ADVOCATED
COMMISSIONERS SAY THAT THE BUILDING ORDINANCE
MUST BE COMPLETELY RE-DRAFTED



LOYD TRIESTINO

FORNIGHTLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE & TRIESTE

via Singapore, Colombo, Bombay, Aden, Suez & Port Said
Taking Cargo on through Bills of Lading
to Flume, Genoa, All Italian, Adriatic, Levant,
Black Sea and Danube Ports
Passengers to LONDON (Overland).

NEXT SAILINGS FROM HONG KONG

	For Shanghai & Japan	For Singapore & Italy
M.V. TERGESTEA (cargo boat)	Apr. 9	Apr. 9
S.S. GANGE (passenger boat)	Apr. 13	Apr. 13
M.V. FUSIJAMA (cargo boat)	May 3	May 3
S.S. CONTE ROSSO (passenger boat)	May 6	May 6
M.V. HIMALAYA (cargo boat)	May 15	May 15

* Outward voyage to Shanghai only.

Attention is called to the s.s. Conte Rosso which will make the voyage Hong Kong-Venice in 21 days thus allowing London passengers to reach destination the day after their disembarkation at Venice.

For Freight and Passages apply to—
Queen's Building, DODWELL & CO., LTD.
Tel. 28021 Agents.



REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING FROM £79 TO £120 ON SALE.

SAN FRANCISCO via Shanghai, Japan Ports and Honolulu.

TAIYO MARU Tuesday 19th April.
ASAMA MARU Wednesday 4th May.

SEATTLE, VANCOUVER via Shanghai & Japan Ports.

HEIAN MARU Tuesday 26th April.
HIKAWA MARU Tuesday 24th May.

LONDON, MARSEILLES, ANTWERP & ROTTERDAM via

Singapore, Penang, Colombo & Suez.
YASUKUNI MARU Friday 15th April.
HAKONE MARU Saturday 30th April.

SYDNEY & MELBOURNE via Manila & Port.

KAMO MARU Saturday 23rd April.
KITANO MARU Saturday 28th May.

BOMBAY via Singapore, Penang, & Colombo.

↑ TOKIWA MARU Tuesday 12th April.
↑ CALCUTTA MARU Friday 29th April.

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.
GINYO MARU Tuesday 19th April.

NEW YORK, BOSTON via Panama.

LIVERPOOL via Port Said, Beyrouth, Istanbul, Peraeus, Genoa,
& Valencia.

↑ LIMA MARU Thursday 14th April.

CALCUTTA via Singapore, Penang & Rangoon.
↑ MORIOKA MARU Friday 15th April.

KOBE & YOKOHAMA.

FUSHIMI MARU Saturday 16th April.
RANGOON MARU (calls Moji) Wednesday 20th April.
KITANO MARU (calls Nagasaki) Friday 22nd April.

↑ Cargo only.

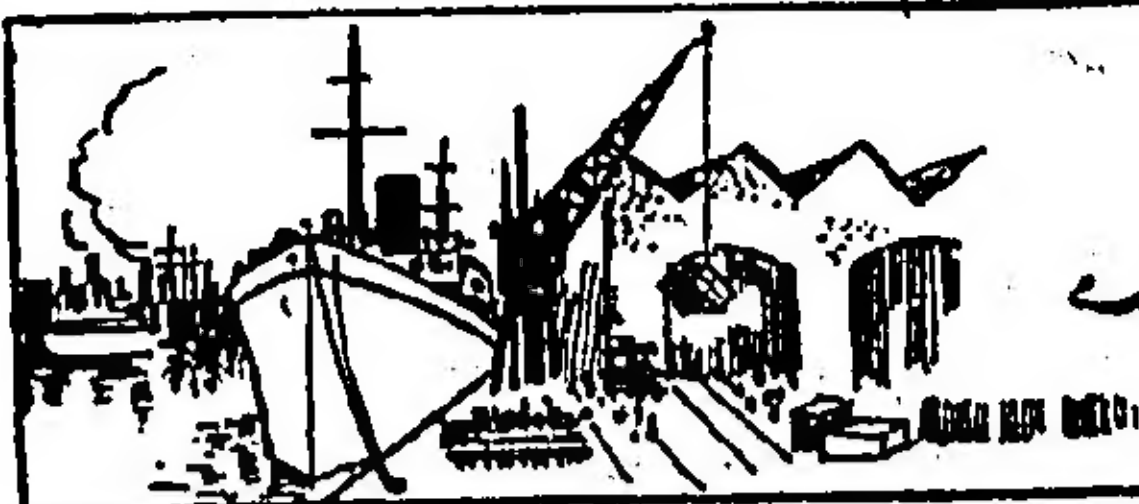
For further information apply to—NIPPON YUSEN KAISHA.
Telephone 30291. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Saigon, Singapore, Colombo, Durban & Capetown.	Rio de Janeiro Maru	Sat.	23rd Apr.
MOMBA SA, ZANZIBAR, DAR-ES-SALAAM, BEIRA, LOURENCO MARQUES, DURBAN, PORT ELIZABETH & CAPE TOWN THENCE TO RIO DE JANEIRO, SANTOS & BUENOS AIRES via Singapore & Colombo.	Manila Maru	Fri.	7th May
MELBOURNE via Brisbane & Sydney.	Melbourne Maru	Wed.	5th May
JAPAN PORTS (Frequent Services).	Sumatra Maru	Thurs.	21st Apr.
LONDON, HAMBURG, ROTTERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said.	Alaska Maru	Mon.	11th Apr.
NEW YORK via Japan ports, Los Angeles & Panama. Call Direct at Boston, Philadelphia & Baltimore.	Kwansai Maru	Sat.	23rd Apr.
BOMBAY via Singapore, Belawan Deli & Colombo.	Boineo Maru	Tue.	19th Apr.
CALCUTTA via Singapore, Penang & Rangoon.	Havana Maru	Wed.	20th Apr.
KEELUNG via Swatow & Amoy (8 p.m. every Sunday).	Kosan Maru	Sun.	17th Apr.
JAPAN PORTS via Takao & Keelung.	Del Maru	Thurs.	21st Apr.
TAKAO via Swatow & Amoy (Noon).			

For further particulars please apply to—
OSAKA SHOSHEN KAISHA.
Telephone 2991.



Shipping Intelligence.

ARRIVALS OF SHIPS.

Wednesday, April 6.	Thursday, April 7.
Kueichow, British str., 1,220 tons, Capt. Wm. Tonkin, from Swatow, buoy No. C2.—B. & S.	Allport, for Kobe.
Suiyang, British str., 1,594 tons, Captain Byrne, from Canton, buoy No. B8.—B. & S.	Alster, for Singapore.
Thursday, April 7.	Deli Maru, for Swatow.
Alster, German str., 5,328 tons, Capt. Kabben, from Shanghai, buoy No. A1.—Melchers & Co.	Fusijama, for Kobe.
Anhui, British str., 2,080 tons, Capt. R. Ashby, from Amoy, buoy No. B8.—B. & S.	Glenluce, for Singapore.
Bandai Maru, Japanese str., 2,541 tons, Capt. T. Yoshitake, from Moji, buoy No. A3.—O.S.K.	Honolulu Maru, for Moji.
Dorry, Chinese str., 1,083 tons, Capt. J. Bruhn, from Macao, Yumai Anchorage—Chau Yue Teng.	Hydrangea, for Swatow.
	Linan, for Dalm.
	Ranpura, for Shanghai.
	Kentucky, for Manila.
	Shun Chih, for Saigon.
	Sunning, for Canton.
	Suiyang, for Swatow.
	Svale, for Whampoa.
	Tsang Woo, for Saigon.
	Tyndareus, for Seattle.
	Van Heutz, for Singapore.
	Wing Lee, for K.C. Wen.

WARSHIPS IN PORT.

Foo Lee, Chinese str., 859 tons, Capt. M. Tanida, from Canton, buoy No. C1.—Shun Tai Hong.	The following British warships were in harbour to-day:
Glenluce, British str., 4,120 tons, Captain W. H. Kennett, from Shanghai, buoy No. A1.—J.M. & Co.	Bridge—East wall.
Hakodate Maru, Japanese str., 3,226 tons, Capt. S. Hirose, from Moji, buoy No. A15.—N.Y.K.	Bruce—South wall.
Halldor, Norwegian str., 839 tons, Capt. W. Hannevig, from Saigon, buoy No. B10.—Yuen On & Co.	Cicada—North wall.
Kentucky, American str., 3,343 tons, Capt. T. W. Johansen, from Shanghai, buoy No. A10.—States & Co.	Cumberland—North arm.
New Mathilde, British str., 842 tons, Captain D. Thomas, from Pakhoi, Stonecutters Anchorage.—Yik Tai S.S. Co.	Devonshire—No. 6 buoy.
Panama Maru, Japanese str., 3,567 tons, Capt. S. Kurimura, from Tawau, buoy No. A2.—O.S.K.	Folkestone—East wall.
Saarbruecken, German str., 5,386 tons, Capt. Meyer, from Manila, Kowloon Wharf.—Melchers & Co.	Hermes—West wall.
Sunning, British str., 1,570 tons, Capt. F. H. Graybrook, from Swatow, buoy No. B15.—B. & S.	Keppel—No. 7 buoy.
Tijlhwong, Dutch str., 3,061 tons, Capt. P. J. Van Nuy, from Moji, buoy No. A8.—J.C.J.L.	Marazion—South wall.
	Medway and Submarines—No. 2 buoy.
	Orpheus—East wall.
	Seamew—East wall.
	Tamar—Basin.
	Tarantula—in dock.
	Veteran—North arm.
	Whitehall—in dock.
	Whitshed—North arm.
	Wren—North wall.
	Foreign Men-of-War.
	Argus—French river gunboat.
	Helena—American gunboat.
	Marne—French dispatch vessel.
	On Pak—Chinese gunboat.
	Pecos—American fuel ship.

CONSIGNEES' NOTICE

Consignees of cargo ex s.s. Benwyvis are reminded to take delivery of their goods which will be subject to rent after April 11. Consignees of cargo ex m.v. Fusijama are reminded to take delivery of their goods which will be subject to rent after April 12.

POST OFFICE NOTICE.

INWARD MAILS.

SATURDAY, APRIL 9.	Taiyo Maru.
Japan and Shanghai	Shantung
Shanghai and Swatow	Shantung
SUNDAY, APRIL 10.	
Shanghai, Amoy and Europe via Siberia	Tjibadak
(London, March 19)	
MONDAY, APRIL 11.	
Shanghai and Swatow	Kwongtung
Manila	President Hoover
TUESDAY, APRIL 12.	
Japan and Shanghai	General Metzinger
Australia and Manila	Change
WEDNESDAY, APRIL 13.	
Shanghai	Gange
THURSDAY, APRIL 14.	
Canada, U.S.A., Japan and Shanghai (Vancouver, B.C., March 26)	Empress of Russia
SATURDAY, APRIL 16.	
U.S.A., Honolulu, Japan and Shanghai (San Francisco, March 18)	President Hayes

OUTWARD MAILS.

SATURDAY, APRIL 9.	King Yuan	8.30 p.m.
Hothow, Pakhoi and Haiphong	President Cleveland	4.30 p.m.
SUNDAY, APRIL 10.		
Bangkok via Swatow	Kiangsu	9 a.m.
Sandakan	Hin Sang	9 a.m.
Swatow, Amoy and Formosa	Canton Maru	9 a.m.
MONDAY, APRIL 11.		
Saigon	Tjipanas	8.30 a.m.
Swatow	Hydrangea	3 p.m.
TUESDAY, APRIL 12.		
Manila, Macassar and Sourabaya	Tjibadak	9.30 a.m.
Saigon and Europe via Marseilles	General Metzinger	
(Due Marseilles, May 14.)		
K.P.O.	G.P.O.	
Registration Apr. 12, 10 a.m.	Registration Apr. 12, 1.15 p.m.	
Letters	Letters	2 p.m.
Hollo	Glaucus	10.30 a.m.
Fort Bayard, Hothow, Pakhoi and Haiphong	Tonkin	1.30 p.m.
WEDNESDAY, APRIL 13.		
Swatow	Chak Sang	8.30 a.m.
*Straits & Europe via Marseilles	Patroclus	
(Due Marseilles, May 12.)		
K.P.O.	G.P.O.	
Registration Apr. 13, 9 a.m.	Registration Apr. 13, 9.45 a.m.	
Letters	Letters	10.30 a.m.

*Supersubscribed correspondence only.

CONSIGNEES.

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLESBRO', ANTWERP, LONDON AND STRAITS.

The Steamship "BENRINNES"

Consignees of cargo are hereby informed that all goods are being landed at their risk into the Godowns of the Hong Kong & Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained. No claims will be admitted after the 14th April, will be subject to rent. All claims against the steamer must be presented to the Undersigned on or before the 28th April, or they will not be recognised.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 13th April at 10 a.m. by Messrs. Goddard & Douglas.

To comply with the General Bonded Warehouse Regulations consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD.

Hong Kong, 8th April, 1932.

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLESBRO', LONDON AND STRAITS.

The Steamship "BENWYVIS"

Consignees of cargo are hereby informed that all goods are being landed at their risk into the Godowns of the Hong Kong & Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained. No claims will be admitted after the 11th April, will be subject to rent. All claims against the steamer must be presented to the Undersigned on or before the 25th April, or they will not be recognised.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 8th April, at 10 a.m. by Messrs. Goddard & Douglas.

To comply with the General Bonded Warehouse Regulations consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD.

Hong Kong, 4th April, 1932.

LLOYD TRIESTINO NAV. CO.

NOTICE TO CONSIGNEES

Motor Vessel

"FUSIJAMA"

From TRIESTE, VENICE, BRINDISI, PORT SAID, SUERZ, MASSAUA, ADEN, KARACHI, BOMBAY, COLOMBO, PENANG & SINGAPORE.

CONSIGNEES OF Cargo are hereby informed that all goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf & Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Cargo from Straits must be taken delivery of immediately from alongside, otherwise same will be landed into godown and stored at consignees' risk and expense.

Optional Cargo will not be landed here, unless notice has been given 48 hours prior to vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 12th instant will be subject to rent.

All claims against the vessel must be presented to the undersigned on or before the 21st instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th instant at 10 a.m. by our surveyors, Messrs. Goddard & Douglas.

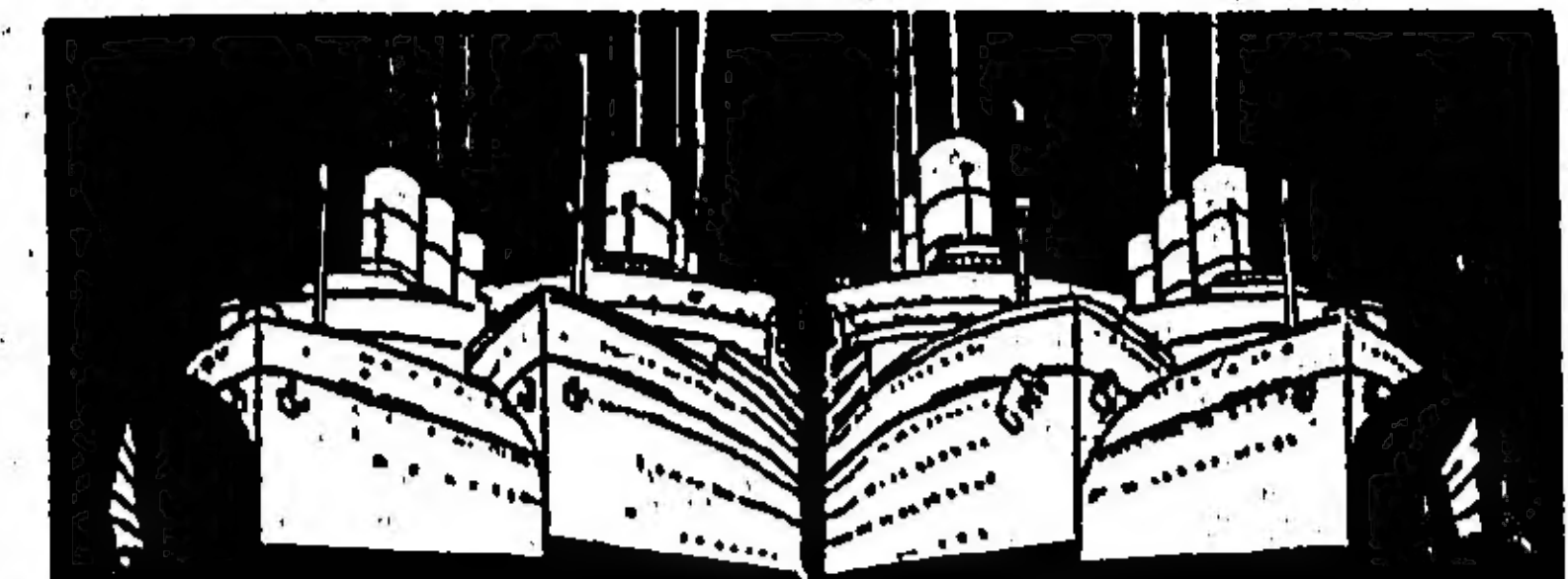
In the case of dutiable cargo consignees are requested to inform the Imports & Exports Office, that they have goods for examination.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.

Hong Kong, 6th April, 1932.



ARISTOCRATS OF THE PACIFIC "EMPRESSES"

Offer the Utmost in
SPEED — SIZE — SPACE — LUXURY
AND

SERVICE

	Hong Kong	Shanghai	Nagasaki	Kobe	Yokohama	Honolulu	Vancouver
Emp. of Russia	Apr. 22	Apr. 25	Apr. 26	Apr. 28	Apr. 30	May 2	May 9
Emp. of Japan	May 8	May 9	May 11	May 13	May 15	May 19	May 24
Emp. of Asia	May 20	May 23	May 24	May 26	May 28	June 4	June 10
Emp. of Canada	June 3	June 6	June 8	June 10	June 12	June 16	June 21
Emp. of Russia	June 17	June 20	June 21	June 23	June 25	July 4	July 9
Emp. of Japan	July 1	July 4	July 6	July 8	July 10	July 14	July 19
Emp. of Asia	July 15	July 18	July 19	July 21	July 23	Aug. 1	Aug. 6
Emp. of Canada	July 23	Aug. 1	Aug. 3	Aug. 5	Aug. 7	Aug. 11	Aug. 16
Emp. of Russia	Aug. 12	Aug. 15	Aug. 16	Aug. 18	Aug. 20	Aug. 27	Sept. 2
Emp. of Japan	Aug. 28	Aug. 29	Aug. 31	Sept. 1	Sept. 3	Sept. 8	Sept. 13
Emp. of Asia	Sept. 9	Sept. 12	Sept. 13	Sept. 15	Sept. 17	Sept. 22	Sept. 27
Emp. of Canada	Sept. 23	Sept. 26	Sept. 28	Sept. 30	Oct. 2	Oct. 6	Oct. 11
Emp. of Russia	Oct. 7	Oct. 10	Oct. 11	Oct. 13	Oct. 15	Oct. 24	Oct. 29
Emp. of Japan	Oct. 21	Oct. 24	Oct. 26	Oct. 28	Oct. 30	Nov. 3	Nov. 8
Emp. of Asia	Nov. 4	Nov. 7	Nov. 8	Nov. 10	Nov. 12	Nov. 21	Nov. 26
Emp. of Canada	Nov. 18	Nov. 21	Nov. 23	Nov. 25	Nov. 27	Dec. 1	Dec. 6

TO MANILA

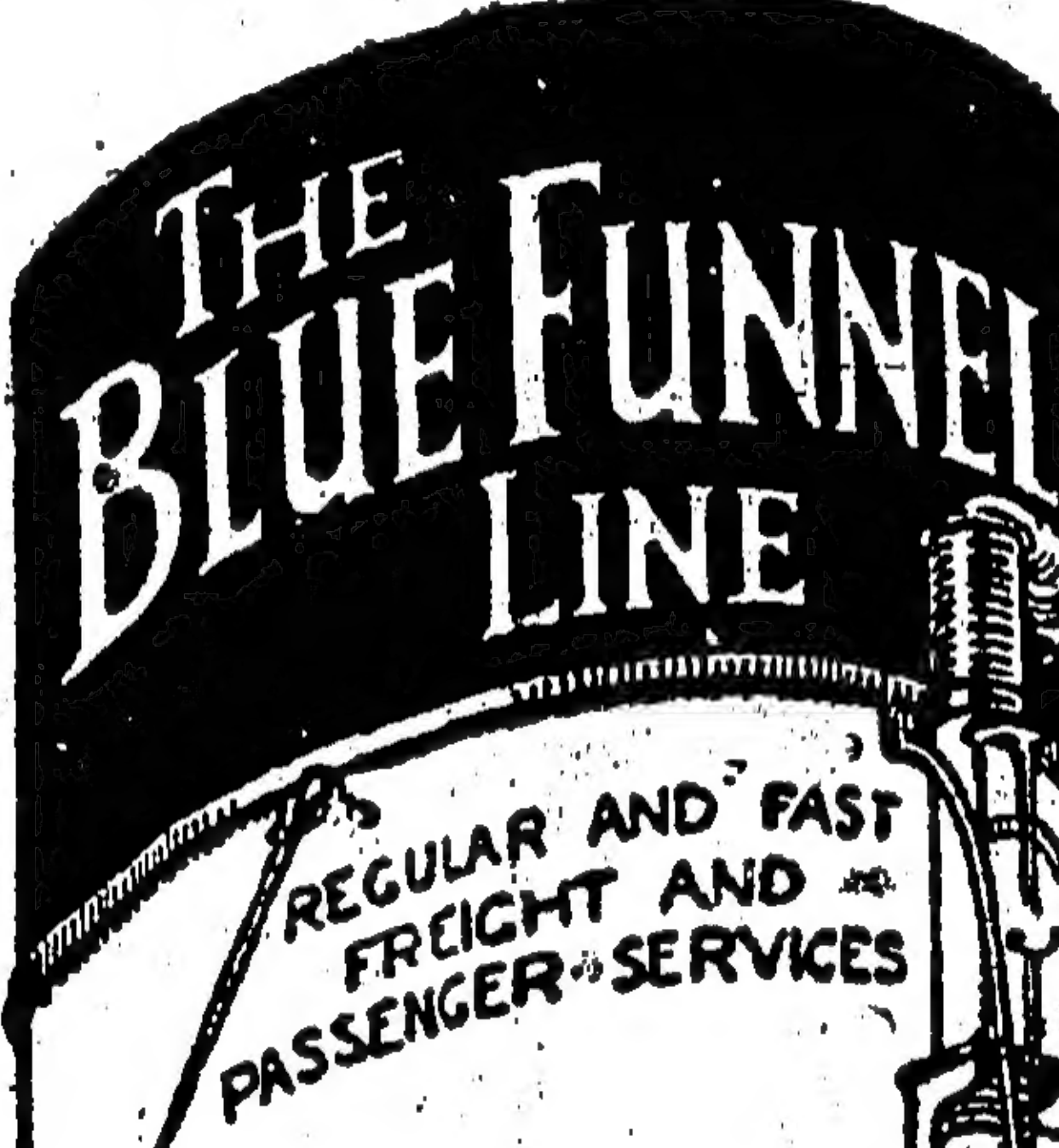
Empress of Russia

THURSDAY, APRIL 14

For further information please apply to:

CANADIAN PACIFIC

Telephones: Passenger 20752. Cable Address: Freight 20042. GACANPAC: Passenger Dept. Telephone Hong Kong All Depts. NAUTILUS: Freight Dept.



LONDON SERVICE.

"PATROCLUS" 15th Apr. For M'Ples, L'Am, R'dam and Glasgow

"ANGLIS" 18th Apr. For M'Ples, London, Rotterdam and Hamburg

LIVERPOOL SERVICE.

"TROIUS" 24th Apr. For Liverpool, Havre and Glasgow

"ELPENOR" 2nd May For Liverpool & Havre

NEW YORK SERVICE.

"GLAUCUS" 12nd Apr. For Boston, New York, and Baltimore

via Philadelphia, Port Swettenham and Singapore

PACIFIC SERVICE.

(via KOBE & YOKOHAMA.)

"PROTEUS" 5th May For Victoria, Vancouver and Seattle

"LIXON" 4th June For Victoria, Vancouver and Seattle

INWARD SERVICE.

"LYCAON" Due 11th Apr. For Shanghai, Kobe & Y'ham

"LAX" Due 17th Apr. For Shanghai, Kobe, Yokohama and Vladivostok

Specially reduced fares are quoted for cargo steamers with limited passenger accommodation.

For freight, passage rates and information apply to the undersigned.

All bookings are subject to the provisions of the Company's Bill of Lading.

Butterfield & Swire.

Agents

TRAVEL A.O. LINE

To AUSTRALIA. Calling at Manila (P. I.), Thursday 12. Calcutta, Townsville, Brisbane, Sydney, and Melbourne.

BRITISH STEAMERS: CHANGTE - TAIPING (SUNNERS)

FASTEST and MOST UP-TO-DATE STEAMERS IN THE SERVICE.

ELECTRIC LAUNDRY, BARBER SHOP, SURGEON and STEWARDESSES CAPABLE.

Below Your Short Leave in Australia and New Zealand, Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, 80s RETURN

LONDON (via Australia) from £116.15.0

(Australian Newspapers on file)

STEAMER	From Hong Kong	Leave Hong Kong	Leave Hong Kong	Leave Hong Kong
CHANGTE	Apr. 13	Apr. 15	Apr. 23	May 1
TAIPING	May 10	May 12	May 20	May 28
CHANGTE	May 16	May 18	May 26	June 3
TAIPING	June 13	June 15	June 23	July 1

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

No.	Tons	From Hong Kong About	Destination.
CORFU	15,000	9th Apr.	Marseilles & London.
RAWALPINDI	17,000	23rd Apr.	Bombay, Marseilles & London.
RANPURA	17,000	7th May	Bombay, Marseilles & London.
*SOMALI	6,800	14th May	Bombay, Marseilles, London, Havre, H'burg, R'terdam, Antwerp & Hull.
CHITRAL	15,000	21st May	Bombay, Marseilles & London.
RANCHI	17,000	4th June	Bombay, Marseilles & London.
*BANGALORE	6,500	11th June	Bombay, Marseilles, London, Havre, H'burg, R'terdam, Antwerp & Hull.
NALDERA	16,000	18th June	Bombay, Marseilles & London.
KANSAH-HIND	12,000	2nd July	Bombay, Marseilles & London.
*BHUTAN	6,000	9th July	Bombay, Marseilles, London, Havre, H'burg, R'terdam, Antwerp & Hull.
RAJPUTANA	17,000	16th July	Bombay, Marseilles & London.
MANTUA	11,000	30th July	Bombay, Marseilles & London.
*SOUDAN	8,800	6th Aug.	Bombay, Marseilles, London, Havre, H'burg, R'terdam, Antwerp & Hull.
RAWALPINDI	17,000	13th Aug.	Bombay, Marseilles & London.
RANPURA	17,000	27th Aug.	Bombay, Marseilles & London.
MALWA	11,000	10th Sept.	Bombay, Marseilles & London.

* Cargo only. † Calls Casablanca. ‡ Calls Djibouti.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TALAMBA	8,000	15th Apr.	Singapore, Penang & Calcutta.
TAKADA	7,000	30th Apr.	
SIRDHANA	8,000	17th May	

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN & AUSTRALIAN SAILINGS. (South).

NELLORE	7,000	8th Apr.	Manila, Rabaul, Brisbane, Sydney
TANDA	7,000	2nd June	& Melbourne.
NANKIN	7,000	2nd July	

Regular monthly sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.
Hong Kong to Sydney—19 days.
Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of steamers to London via Suez.
The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

CHITRAL	15,000	21st Apr.	Shanghai, Kobe & Yokohama.
SIRDHANA	8,000	22nd Apr.	Amoy, Moji, Kobe & Yokohama.
*BANGALORE	6,500	30th Apr.	Shanghai, Kobe & Yokohama.
RANCHI	17,000	5th May	Shanghai, Kobe & Yokohama.
TLAWA	10,000	5th May	Amoy, S'hai, Moji, Kobe & Osaka.
TANDA	7,000	6th May	S'hai, Moji, Kobe, Osaka & Y'hama.
NALDERA	16,000	19th May	Shanghai, Moji, Kobe & Yokohama.
*BHUTAN	6,000	29th May	Shanghai, Moji, Kobe & Yokohama.
KANSAH-HIND	12,000	2nd June	Shanghai, Moji, Kobe, Osaka & Y'hama.
NANKIN	7,000	6th June	Shanghai, Kobe & Yokohama.
RAJPUTANA	17,000	16th June	Shanghai, Kobe & Yokohama.
*SOUDAN	8,800	28th June	Shanghai, Kobe & Yokohama.

* Cargo only.

These are approximate and subject to alteration without notice.
All ships are fitted with Electric Fans or Punka Louvre System.
Steamers on London and Australia lines are fitted with Laundries.
Passes measuring not more than 5 cu. ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For further information, Passages, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.
P. & O. Building, Canaught Rd. C. Hong Kong. Agents.

H.K.V.D.C.

Orders of Ensuing Week.

The following orders are issued by Lt.-Col. L. G. Bird, D.S.O., O.B.E., Commanding the Corps:—

PARADES.

Corps Band.
There will be no further Band Practices until further notice.

Battery.
There will be a parade on Thursday, April 14, at 5.30 p.m. at Headquarters for Lewis Gun and Signal Instruction.

Corps Signals.
Parade at Corps Headquarters at 5.30 p.m. on Tuesday, April 12, for Signal Instruction.

Armoured Car Company.
Car Section.—There will be a meeting of N.C.O.'s at Headquarters on Monday, April 11, at 5.30 p.m. There will not be a parade on Friday, April 15.

Motor Cycle Section.—Musketry. All N.C.O.'s and men will be required to fire Part II. Musketry to-morrow. Parade at Headquarters at 8.30 a.m. Dress—Muffi or uniform optional but rifles, belts, side-arms and bandoliers must be worn.

The Section will parade at Headquarters on Monday, April 11, at 5.30 p.m. for Machine Gun Instruction.

Rifle Club.—Parade at the Miniature Range on Wednesday, April 13, at 5.30 p.m.

Vickers Gun Course.—The following men are reminded that they have not yet fired their Annual Vickers Gun Course and will be required to do so at Stonecutters Range on Sunday, April 24:—
Pte. W. A. Simpson, Pte. C. L. Aris, Pte. W. E. Peers, Pte. G. H. Russell, Pte. D. F. Kilby, Pte. R. A. Bates, and Pte. W. Stoker.

Launch leaves Queen's Pier at 8.30 a.m. and Kowloon Police Pier at 8.40 a.m.

It should be noted that it is essential that this course is fired to obtain efficiency.

Machine Gun Company.
There will be no further parades until Tuesday, May 3, when N.C.O.'s and Recruits Classes will be started, of which further notice will be given in due course.

There will be a meeting of all Officers and Sergeants of the Company in the Lecture Room on Tuesday, April 12, at 6 p.m. to discuss organisation and training for the forthcoming season. Platoon Commanders are asked to bring their nominal roll books.

Portuguese Company.
All ranks are reminded of L.G. Classification to be held at Stonecutters Range to-morrow. Details to be issued later.

Range Officer: 2nd Lieut. H. J. Silva.

Launch will leave Queen's Pier at 8 a.m. and Kowloon Police Pier at 8.10 a.m.

It should be noted that these Tests are to form part of the requirements for efficiency in future. Full particulars can be obtained from Platoon Commanders.

Efficiency.—All N.C.O.'s and men who have not fired Part II. Musketry are notified that their last opportunity will be on Sunday, April 24. Full particulars will be issued later.

The Company's Annual Shoot on Sunday, May 1. Full particulars of the Competitions, etc., will be circulated to each member of the Company and it is hoped that the fullest use of this opportunity will be made by all ranks.

A.A. L.A. Company.
The A.P.C. Section will parade at 5.30 p.m. at North Point on Thursday, April 14.

The Portuguese Section will parade at 5.30 p.m. at Headquarters on Friday, April 15.

The Officers Commanding the undermentioned Units will issue their Orders separately to their Commands:—

I.—Engineer Company.
II.—Machine Gun Troop.
III.—Scottish Company.

Lewis Gun Annual Course.
The following have qualified as First Class Gunners and are entitled to wear the appropriate badge for one year:—

No. 1186 C.S.M. M. F. Baptista, Portuguese Co., Headquarters.
No. 550 Sergt. J. A. Delgado, Portuguese Co., Headquarters.
No. 1172 Sergt. A. Garcia, No. 9 Platoon.
No. 1221 Cpl. J. P. Baleros, No. 9 Platoon.

No. 1600 L/Cpl. M. M. de V. Soares, No. 9 Platoon.
No. 1601 L/Cpl. L. Soares, No. 10 Platoon.

No. 1680 Pte. C. M. da Silva, No. 10 Platoon.
No. 1774 Pte. A. O. Barretto, No. 10 Platoon.

No. 1197 Sergt. C. F. Osmund, No. 11 Platoon.
No. 1293 L/Cpl. J. D. Remedios, No. 11 Platoon.

No. 1232 L/Cpl. F. V. V. Ribeiro, No. 12 Platoon.
Struck off the Strength.

Having left the Colony:—No. 1750 Pte. L. B. Smith, No. 7 Platoon, as from April 8, 1932.

The following have been taken on the Strength:—
No. 1798 Spr. G. W. Bowen, Engineer Company.

No. 1799 Pte. G. A. White, No. 3 Platoon.
No. 1800 Tpr. W. D. Denham, Machine Gun Troop.

Leave.
No. 769 Sergt. C. S. Coom, Engineer Company, granted 10 months' leave from April 9, 1932, to February 8, 1933.

No. 1816 L/Sgt. H. Burson, No. 2 Platoon, granted 6 months' leave from April 1 to September 30, 1932.

No. 1670 Tpr. H. F. Green, Machine Gun Troop, granted 4 months' leave from March 1 to June 30, 1932.

Range Allotment Stonecutters.
Range is allotted to Machine Gun Casuals on April 17 and 24.

These are positively the last opportunities for completing the Machine Gun Annual Course.

Annual Musketry Course.
Attention is once more drawn to the numbers of casuals yet to fire their Musketry Course.

The allotment of Ranges up to the end of the Training Season is as follows:—

April 10—Armoured Car Company and Machine Gun Troop Casuals Rifle, Peak Range; Motor Cycle Section Casuals Rifle, Kennedy Road Range.

April 17—Armoured Car Company and Machine Gun Troop Casuals Rifle, Peak Range; Scottish Company Casuals on Kennedy Road Range.

April 24—Portuguese Company Casuals Rifle, Peak Range; Casuals Rifle (All Units), Kennedy Road Range.

NOTICE.

R.A. Athletic Meeting, 1932.
The athletic meeting of Royal Artillery will be held on Saturday, April 16, on the Royal Naval Officers' Recreation ground, Kowloon.

There will be an open mile relay race (2—220, 1—440 and 1—880). Teams of four, open to Royal Navy, Garrison Units (British and Indian), R.A.F., H.K.V.D.C. and Hong Kong Police.

The race is timed to start at 5.45 p.m.

Entries by April 12 to the Adjutant, R.A. China Command.

The H.K. Area Athletic Meeting. The following letter has been received from the Secretary, Hong Kong Area Athletics Committee:—

March 30, 1932.
Adjutant,
Hong Kong Volunteer Defence Force.

The Hong Kong Area Athletic Meeting is being held at Sookun-poo on April 21 and 22.

The Committee propose to hold an Open Medley Relay Race (i.e. ¼ mile, ¼ mile and two 220 yards) if three visiting teams compete.

I shall be glad to receive an entry from your Corps for this event. The race will be at 5 p.m. on the 22nd.

(Sgd.) G. K. BOURNE, Lieut., Secretary,
Hong Kong Area Athletics Committee.

Copies of "Mess Rules" are available and can be obtained from the Mess "Boy."

Sergeants' Mess.

HONG KONG TIDES.

The time used is Standard, or mean time of the meridian of 120° 56' E. 10h. is midnight 12hrs. is noon. The heights are referred to the datum of the largest scale Admiralty chart of the place and should be added to the depths given on the chart unless preceded by an asterisk (*), when they should be subtracted from the depths.

April 9 to 15, 1932.

Date	High Water	Low Water
	Standard Ht.	Standard Ht.
April 9	2. 10	10. 58
Sat. 10	1. 58	9. 43
Sun. 11	1. 15	8. 43
Mon. 12	1. 00	7. 38
Tues. 13	1. 39	6. 33
Wed. 14	1. 01	5. 34
Thurs. 15	1. 12	4. 34
Fri. 16	1. 45	3. 28
Sat. 17	2. 05	2. 28

7. 38 10. 15 1. 18 1. 44 2. 15 2. 40 3. 05 3. 30 3. 55 4. 20 4. 45 5. 10 5. 35 6. 00 6. 25 6. 50 7. 15 7. 40 8. 05 8. 30 8. 55 9. 20 9. 45 10. 10 10. 35 11. 00 11. 25 11. 50 12. 15 12. 40 1. 05 1. 30 1. 55 2. 20 2. 45 3. 10 3. 35 4. 00 4. 25 4. 50 5. 15 5. 40 6. 05 6. 30 6. 55 7. 20 7. 45 8. 10 8. 35 8. 60 9. 15 9. 40 10. 05 10. 30 10. 55 11. 20 11. 45 12. 10 12. 35 1. 00 1. 25 1. 50 2. 15 2. 40 3. 05 3. 30 3. 55 4. 20 4. 45 5. 10 5. 35 6. 00 6. 25 6. 50 7. 15 7. 40 8. 05 8. 30 8. 55 9. 20 9. 45 10. 10 10. 35 11. 00 11. 25 11. 50 12. 15 12. 40 1. 05 1. 30 1. 55 2. 20 2. 45 3. 10 3. 35 4. 00 4. 25 4. 50 5. 15 5. 40 6. 05 6. 30 6. 55 7. 20 7. 45 8. 10 8. 35 8. 60 9. 15 9. 40 10. 05 10. 30 10. 55 11. 20 11. 45 12. 10 12. 35 1. 00 1. 25 1. 50 2. 15 2. 40 3. 05 3. 30 3. 55 4. 20 4. 45 5. 10 5. 35 6. 00 6. 25 6. 50 7. 15 7. 40 8. 05 8. 30 8. 55 9. 20 9. 45 10. 10 10. 35 11. 00 11. 25 11. 50 12. 15 12. 40 1. 05 1. 30 1. 55 2. 20 2. 45 3. 10 3. 35 4. 00 4. 25 4. 50 5. 15 5. 40 6. 05 6. 30 6. 55 7. 20 7. 45 8. 10 8. 35 8. 60 9. 15 9. 40 10. 05 10. 30 10. 55 11. 20 11. 45 12. 10 12. 35 1. 00 1. 25 1. 50 2. 15 2. 40 3. 05 3. 30 3. 55 4. 20 4. 45 5. 10 5. 35 6. 00 6. 25 6. 50 7. 15 7. 40 8. 05 8. 30 8. 55 9. 20 9. 45 10. 10 10. 35 11. 00 11. 25 11. 50 12. 15 12. 40 1. 05 1. 30 1. 55 2. 20 2. 45 3. 10 3. 35 4. 00 4. 25 4. 50 5. 15 5. 40 6. 05 6. 30 6. 55 7. 20 7. 45 8. 10 8. 35 8. 60 9. 15 9. 40 10. 05 10. 30 10. 55 11. 20 11. 45 12. 10 12. 35 1. 00 1. 25 1. 50 2. 15 2. 40 3. 05 3. 30 3. 55 4. 20 4. 45 5. 10 5. 35 6. 00 6. 25 6. 50 7. 15 7. 40 8. 05 8. 30 8. 55 9. 20 9. 45 10. 10 10. 35 11. 00 11. 25 11. 50 12. 15 12. 40 1. 05 1. 30 1. 55 2. 20 2. 45 3. 10 3. 35 4. 00 4. 25 4. 50 5. 15 5. 40 6. 05 6. 30 6. 55 7. 20 7. 45 8. 10 8. 35 8. 60 9. 15 9. 40 10. 05 10. 30 10. 55 11. 20 11. 45 12. 10 12. 35 1. 00 1. 25 1. 50 2. 15 2. 40 3. 05 3. 30 3. 55 4. 20 4. 45 5. 10 5. 35 6. 00 6. 25 6. 50 7. 15 7. 40 8. 05 8. 30 8. 55 9. 20 9. 45 10. 10 10. 35 11. 00 11. 25 11. 50 12. 15 12. 40 1. 05 1. 30 1. 55 2. 20 2. 45 3. 10 3. 35 4. 00 4. 25 4. 50 5. 15 5. 40 6. 05 6. 30 6. 55 7. 20 7. 45 8. 10 8. 35 8. 60 9. 15 9. 40 10. 05 10. 30 10. 55 11. 20 11. 45 12. 10 12. 35 1. 00 1. 25 1. 50 2. 15 2. 40 3. 05 3. 30 3. 55 4. 20 4. 45 5. 10 5. 35 6. 00 6. 25 6. 50 7. 15 7. 40 8. 05 8. 30 8. 55 9. 20 9. 45 10. 10 10. 35 11. 00 11. 25 11. 50 12. 15 12. 40 1. 05 1. 30 1. 55 2. 20 2. 45 3. 10 3. 35 4. 00 4. 25 4. 50 5. 15 5. 40 6. 05 6. 30 6. 55 7. 20 7. 45 8. 10 8. 35 8. 60 9. 15 9. 40 10. 05 10. 30 10. 55 11. 20 11. 45 12. 10 12. 35 1. 00 1. 25 1. 50 2. 15 2. 40 3. 05 3. 30 3. 55 4. 20 4. 45 5. 10 5. 35 6. 00 6. 25 6. 50 7. 15 7. 40 8. 05 8. 30 8. 55 9. 20 9. 45 10. 10 10. 35 11. 00 11. 25 11. 50 12. 15 12. 40 1. 05 1. 30 1. 55 2. 20 2. 45 3. 10 3. 35 4. 00 4. 25 4. 50 5. 15 5. 40 6. 05 6. 30 6. 55 7. 20 7. 45 8. 10 8. 35 8. 60 9. 15 9. 40 10. 05 10. 30 10. 55 11. 20 11. 45 12. 10 12. 35 1. 00 1. 25 1. 50 2. 15 2. 40 3. 05 3. 30 3. 55 4. 20 4. 45 5. 10 5. 35 6. 00 6. 25 6. 50 7. 15 7. 40 8. 05 8. 30 8. 55 9. 20 9. 45 10. 10 10. 35 11. 00 11. 25 11. 50 12. 15 12. 40 1. 05 1. 30 1. 55 2. 20 2. 45 3. 10 3. 35 4. 00 4. 25 4. 50 5. 15 5. 40 6. 05 6. 30 6. 55 7. 20 7. 45 8. 10 8. 35 8. 60 9. 15 9. 40 10. 05 10. 30 10. 55 11. 20 11. 45 12. 10 12. 35 1. 00 1. 25 1. 50 2. 15 2. 40 3. 05 3. 30 3. 55 4. 20 4. 45 5. 10 5. 35 6. 00 6. 25 6. 50 7. 15 7. 40 8. 05 8. 30 8. 55 9. 20 9. 45 10. 10 10. 35 11. 00 11. 25 11. 50 12. 15 12. 40 1. 05 1. 30 1. 55 2. 20 2. 45 3. 10 3. 35 4. 00 4. 25 4. 50 5. 15 5. 40 6. 05 6. 30 6. 55 7. 20 7. 45 8. 10 8. 35 8. 60 9. 15 9. 40 10. 05 10. 30 10. 55 11. 20 11. 45 12. 10 12. 35 1. 00 1. 25 1. 50 2. 15 2. 40 3. 05 3. 30 3. 55 4. 20 4. 45 5. 10 5. 35 6. 00 6. 25 6. 50 7. 15 7. 40 8. 05 8. 30 8. 55 9. 20 9. 45 10. 10 10. 35 11. 00 11. 25 11. 50 12. 15 12. 40 1. 05 1. 30 1. 55 2. 20 2. 45 3. 10 3. 35 4. 00 4. 25 4. 50 5. 15 5. 40 6. 05 6. 30 6. 55 7. 20 7. 45 8. 10 8. 35 8. 60 9. 15 9. 40 10. 05 10. 30 10. 55 11. 20 11. 45 12. 10 12. 35 1. 00 1. 25 1. 50 2. 15 2. 40 3. 05 3. 30 3. 55 4. 20 4. 45 5. 10 5. 35 6. 00 6. 25 6. 50 7. 15 7. 40 8. 05 8. 30 8. 55 9. 20 9. 45 10. 10 10. 35 11. 00 11. 25 11. 50 12. 15 12. 40 1. 05 1. 30 1. 55 2. 20 2. 45 3. 10 3. 35 4. 00 4. 25 4. 50 5. 15 5. 40 6. 05 6. 30 6. 55 7. 20 7. 45 8. 10 8. 35 8. 60 9. 15 9. 40 10. 05 10. 30 10. 55 11. 20 11. 45 12. 10 12. 35 1. 00 1. 25 1. 50 2. 15 2. 40 3. 05 3. 30 3. 55 4. 20 4. 45 5. 10 5. 35 6. 00 6. 25 6. 50 7. 15 7. 40 8. 05 8. 30 8. 55 9. 20 9. 45 10. 10 10. 35 11. 00 11. 25 11. 50 12. 15 12. 40 1. 05 1. 30 1. 55 2. 20 2. 45 3. 10 3. 35

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HONG KONG HEIGHTS

For the information of visitors
the following list of some of the
highest points on the Island and
Mainland is published:—

Island.	Feet.
Victoria Peak	1823
Signal Station	1774
Ht. Parker	1784
Mountain Lodge	1725
The Eyrie	1725
Peak Motel	1805
Taikeo Sanatorium	1600
Mt. Davis	877
Bowen Road (Silverbeds)	297
Mainland.	Feet.
Tsimshoan	8124
Kowloon Peak	1977

UNCLAIMED TELEGRAMS.

The following unclaimed tele-
grams are lying at the Eastern Ex-
tension Telegraph Co.'s office:—

Hve, from Peshawar.
A. L. Giles, passenger, s.s. Raj-
putana, from Manila.
Yickdo Lyen, care of Gilman,
from Singapore.
Walter Rudolph, Cecil Hotel,
from Manila.
Seagrass, from Manila.

C. C. CLARKE,
Manager.

Hong Kong, March 31, 1932.

Bringing Up Father.



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READIO TO-DAY'S PROGRAMME.

The following programme will
be broadcast to-day from the Hong
Kong Broadcasting Station Z.B.W.
on a wavelength of 855 metres
(845 K.C.'s):—

4-7 p.m.—Chinese Programme.
7-11.30 p.m.—European Record-
ed Programme.

7.03-7.28 p.m.—Operatic.
The Magic Flute—Overture (Mozart).
Sir Thomas Beecham conduct-
ing the London Symphony
Orchestra (L1001R).

Medistofele—Il Bel Giovinetto (Bolto).
La Traviata—Chorus of Gipsies
(Verdi).

La Scala Chorus of Milan
(4802).

Aida—Ritorna Vincitor (Verdi).
Eva Turner, Soprano (L2150).

8 p.m.—Local Time.
7.28-8.15 p.m.—Variety.
Descriptive Sketch—
Clapham & Dwyer on Photography.
Clapham and Dwyer.

Laughter Record—
A Warm Corner.
Leslie Henson, Heather
Thatcher, Austin McFord,
Connie Ediss, Kim Poole,
& Prince's Theatre,
London Co.

Song—
To-day I Feel So Happy,
Just Because I Lost my Heart
to You.
Renate Muller (Soprano).

Vocal Duet—
Eleven More Months and Ten More
Days Colt Brothers.

Song—
She Was Poor, But She Was Honest,
Don't Send my Boy to Prison.
Billy Bennett & Chorus.

Piano Solo—
Life is Just a Bowl of Cherries,
Close Your Eyes.
Leslie Hutchinson.

Song—
I'd Like to Have a Moonbeam with
Her,
They Have a Much Better Time,
When They're Naughty.
Ronald Frankau.

8.15-8.50 p.m.—A Concert.
Octet—
Romance (Rubinstein arr. Seal).
J. H. Squire Celeste Octet
(6213).

Song—
Ships That Pass in the Night
(Longfellow & Stephenson),
Valse (d'Arcy & Russell),
Mme. Clara Serena, Contralto
(5816).

Piano Solo—
Shepherd's Hey (Grainger).
Country Gardens (Grainger).
Percy Grainger (D1064).

Song—
King Charles (Browning & White).
Drake Goes West
(O'Reilly & Sanderson).
Box Palmer, Baritone (4487).

Instrumental Trio—
A Bright Morning on the Alps
(Holst).
Trio in C—Adagio (Beethoven).
Anonymous (2416R).

8.50-9.30 p.m.—Orchestral.
Minuet (Boccherini).
Les Millions d'Arlequin (Drigo).

B.B.C. Wireless Symphony
Orchestra (9092).
Four Ways Suite (Eric Coates).
Regal Cinema Orchestra con-
ducted by Emanuel Starker
(915-7).

Anacron—Overture (Cherubini).
Willom Mengelberg and His
Concertgebouw Orchestra
(L1972).

9.30-11.30 p.m.—Dance Pro-
gramme.
Fox Trot—
The Haunted House.
Speedboat Bill.
You Are My Heart's Delight.
One Step—
Changing of the Guard.

Fox Trot—
Mont Lisa.
You're Blase.
It Always Starts to Rain.
That's Why Darkies Were Born.
This is the Missus.
Life is Just a Bowl of Cherries.
Time Alone Will Tell.

Waltz—
I Believe in You.
Fox Trot—
Many Happy Returns of the Day.
On the Beach with You.
Gully.
Nobody's Sweetheart.
If I Didn't Have You.
Oh! M'nah.
Speak to Me of Love.

Tango—
An Old Spanish Tango.
One Step—
Tom Thumb's Drum.
Fox Trot—
Oh! What a Night!
Good-Night, Sweetheart.
I Lost my Girl from Memphis.
By the Girl.

Waltz—
When It's Night Time in Nevada.
Fox Trot—
Joyce the Clown.
Close Your Eyes.
Bitter Sweet—Selection.

Waltz—
Bitter Sweet—Selection.
Fox Trot—
Sweet and Lovely.
There's a Time and Place for Every-
thing.
You Can't Stop me from Loving You.
Just One More Chance.
To-night or Never.

Quick Step—
It's Great to be in Love.
Fox Trot—
You Forgot Your Gloves.
Waltz—
Kiss Me Good-Night.
11.30 p.m.—Close Down.

The Variety and Dance Pro-
grammes are kindly loaned by a
Listener. The Operatic, Concert
and Orchestral Programmes are
kindly supplied by the Anderson
Music Co.

(Continued from last Column).
down in the back wall, most of the
light coming from the glass roof.
Plants for stocking the house are
at present arriving, and a large
consignment of reddish-brown rock
has been delivered and is waiting
to be put in position.

The house has been presented by
Mrs. Sherman Hoyt, of Pasadena,
U.S.A.

THE "TROPICS" COME TO KEW.

New Panorama for
Exotic Plants.

Visitors to Kew Gardens during
the coming season will for the first
time have an opportunity of study-
ing tropical plants in their natural
surroundings.

Hitherto the cacti and orchids,
the exotic shrubs and Seville orange
trees which are on view at Kew,
have been visible only in the con-
ventional settings provided by
glasshouses. A new house, how-
ever, has now been constructed
where a scenic background will pro-
vide a suitable setting for some of
the tropical plants.

No efforts have been spared to
combine realism with illusion in
the new house. A specially de-
signed panorama, which would put
to shame many of the backcloths
used in West End theatres, has
been painted on a semi-circular
wall.

To enhance the illusion of a
tropical jungle, there are no win-



THE WENDY HUT.

PRINCESS CRYSTAL AND THE HERB WITCH.

The Princess Crystal went for a walk in the woods and there she saw an old woman gathering herbs. Now Crystal had been told never to talk to old women because they might be witches, but she thought this one had a nice face so she asked her what she was doing.

"Gathering herbs, my pretty," replied the old woman. "But I have found a flower that is strange to me. I don't know its name."

It was a pink flower with fluffy petals, and Crystal did not know it either. But she was quite excited about it.

"Has it a sweet perfume?" she asked.

"Take it, my pretty," replied the old woman. "It's no good for herb tea."

Then Crystal put her nose into the middle of the flower, and immediately afterwards she sneezed violently.

"Got you, my pretty," laughed the old woman. "I've had my eye on you for some time."

Crystal was horrified! When she sneezed she was in the power of the witch. The old herb witch led the way to a cave in the mountain, and made the princess become her servant. Poor Crystal had to polish kettles, gather sticks for the fire, and do all the other housework.

After many months, a young prince who had been seeking her saw her carrying water up the mountain side, but there was an invisible ring round her, so he could not get near her.

"How did you get into their power?" called the prince.

"I sneezed; then I felt it fall upon me," wept the princess.

"I know the charm for that," replied the prince. "I will throw you some pepper, and you must catch it and smell it."

Fortunately the princess caught the pepper, and when she put her nose to it she sneezed violently.

"Bless you!" cried the prince. Then the charm was broken, and Crystal was free.

Even now people say "Bless you" when they hear a person sneeze, because, in olden days, you were supposed to fall into the power of witches if nobody blessed you when you sneezed.

leave to dry in a warm place. Treat all the sections in the same way.

Iced oranges can be coloured pink in the following manner: Pour a few drops of cochineal into the granulated sugar, stir till all is evenly coloured deep red, spread out on a dish, and dry before a fire. When quite dry, cover the sections as indicated.

Mixed with the white iced-oranges, these bright pink ones look very pretty.

WENDY'S LITTLE NEEDLEWOMEN

A Scarf Like Tink's.

Tink has made herself a very pretty new scarf, and it pleases her so much that she has asked me to tell you how to make one like it.

Ordinary house-flannel, which you can buy for a shilling a yard, is a good material to use; it is soft and warm, and gaily checked with red, blue, or black. One yard will be enough, as you can cut the piece in halves and join the two halves together to make the scarf long enough. Use her-ring-boning for the join, and press the seam well to make it as invisible as possible.

As you'll see by the sketch, Tink's scarf is very prettily trimmed with embroidered posies in alternate checks on the



The scarf like Tink's—Dressmaker explains how you can make it.

flannel. Get penny skeins of wool in rose, jade, lavender, royal, and yellow—or any other colours you fancy. Now draw a little group of outline—flowers, and leaves in every other square. You can pencil round pennies or ha-pennies to get the shares, and the leaves are just little pointed ovals worked between. Diagram A shows you how the posy will look when embroidered. Give the flowers satin-stitch centres in yellow wool, then work the rest in close buttonhole stitch. The leaves are also worked in buttonhole stitch. There's just one thing to remember; keep the back of the work as neat as possible, because it will show when the wind blows the scarf out.

The ends of the scarf are great fun to do. Pencil round a line of pennies laid along each edge, and work the outlines in buttonhole-stitch just like the other flowers. Bits of green stitching in between will suggest leaves, and give a neat firm edge. Diagram B shows the whole thing quite clearly.

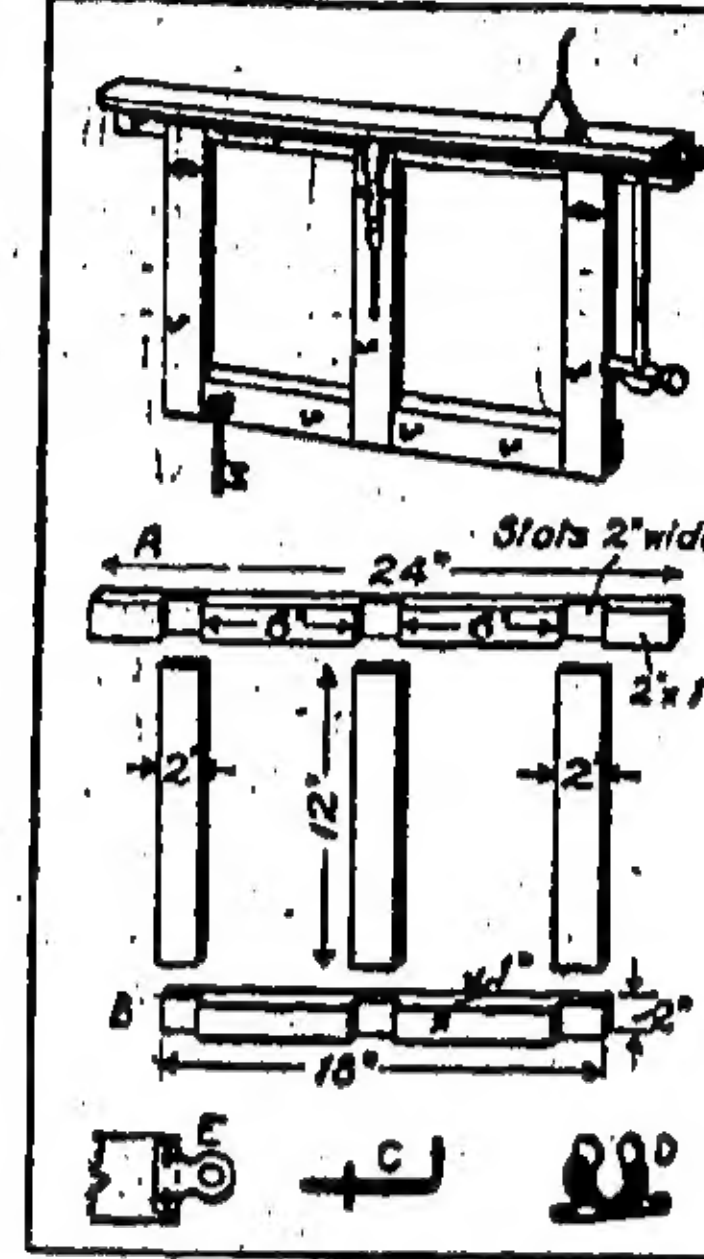
Wendy's Dressmaker.

THE BILLY BOYS' WORKSHOP.

A Tool Rack And Shelf.

This simple rack, which can be fixed to the kitchen wall, is intended to hold the ordinary tools which are in constant demand for household purposes. Keys also can be hung from the rack, and the shelf at the top will take the oilcan and other small articles in everyday use.

For the top and bottom of the rack, use wood battens two inches wide and one inch thick. A piece two feet long will be required for the top, which should be planed on all sides and then marked out for the three slots, as



Carpenter tells you to-day how to make this useful tool-rack for the kitchen.

shown in diagram A. Cut a piece eighteen inches long for the bottom part, B, and clamp this to the top part, right in the centre. Now, with tenon saw and chisel, cut out the three slots in both pieces at the same time, making them half an inch deep.

Cut the three uprights of the rack, which are twelve inches long, from two-inch by half-inch wood, and plane them to size. The ends of these parts should fit nicely in the slots, and must be fixed to the top and bottom by screws driven in through the back. The shelf is two feet long and three inches wide, and is simply fixed to the top rail with four screws.

Give the rack a coat of varnish stain, and allow it to dry before fitting the hooks and tool clips. The best kind of hook to use is shown at C, and about one dozen of these should be sufficient. For holding such tools as screw-drivers and Bradawls, spring clips like that shown at D will be found very convenient. Suitable place for the clips are indicated in the top diagram.

Use mirror plates, E, for fixing the rack to the wall, screwing one to each end of the top.

The Hut Carpenter.

WILLY-WALTER WOODEN-HORSE

I've got the MOST exciting horse.

I love him lots and lots! His name is Willy-Walter, and He's white, with huge red spots!

His tail is also blue; And when I'm feeling sad or cross—

Why, this is what I do! I jump on Willy-Walter's back, And "Gee-Up Horse!" I cry; Then, quicker than it takes to tell,

Around the World we fly. It's One-Two-Three, and OFF we go.

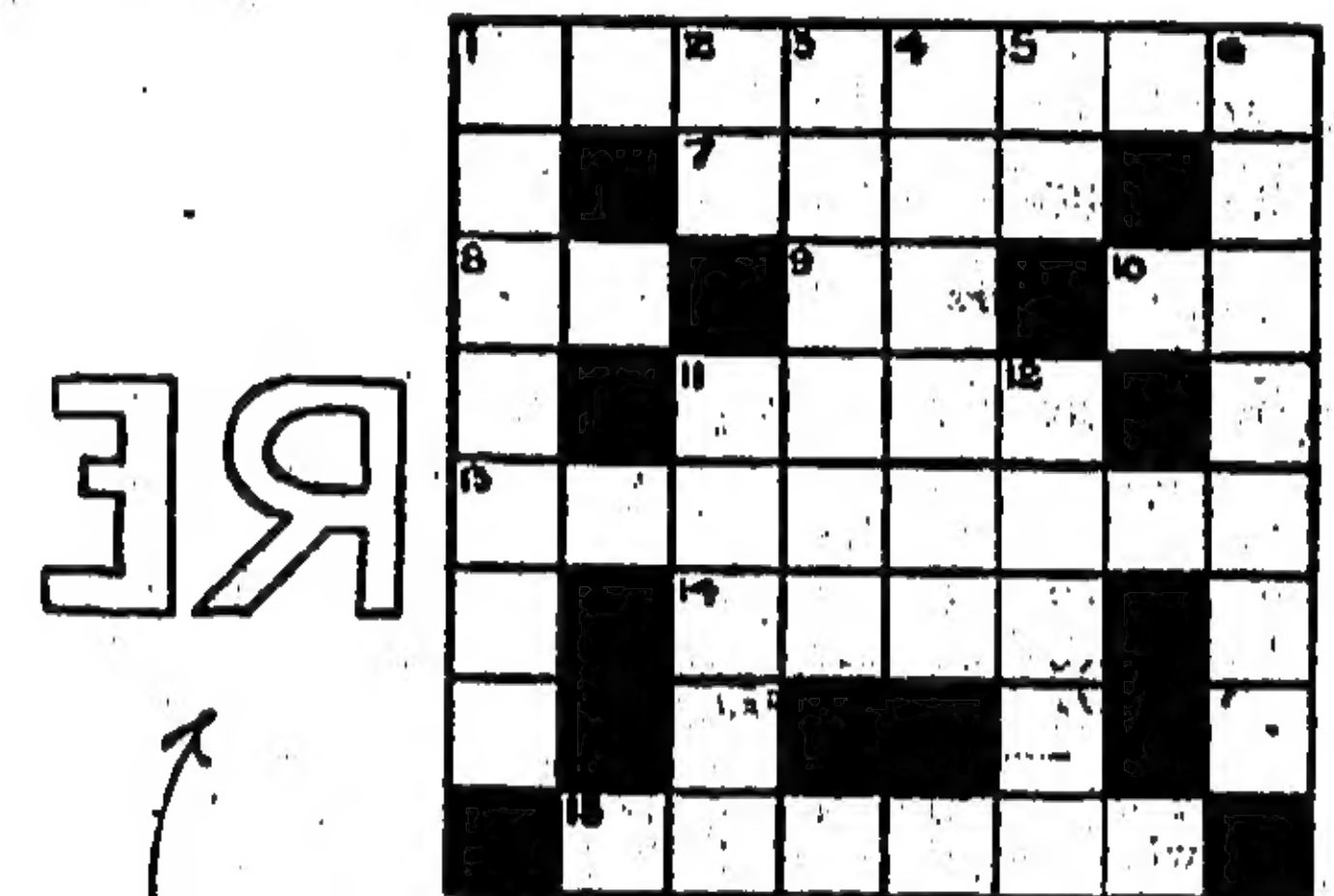
TINK'S CROSS-WORD PUZZLE.

The name of the creature drawn beside last week's puzzle was "Armadillo"—and this name you probably found in solving the puzzle, full solution of which is:—

- | Across. | |
|-------------------------|--------------|
| 1. Mimic | (Mock). |
| 5. Out-building | (Barn). |
| 8. Part of verb "to be" | (Are). |
| 9. Monkey | (Ape). |
| 10. Name for a fox | (Reynard). |
| 13. Hidden name | (Armadillo). |
| 19. Behold | (Lo). |
| 20. Put on | (Don). |
| 21. Within | (In). |
| 22. Old | (Aged). |
| 24. Departed | (Gone). |
| 26. Nobleman | (Duke). |
| 27. Poems | (Odes). |
| 28. One who sees | (Seer). |
| 29. Portable shelter | (Tent). |

- | Down. | |
|------------------------------|-----------|
| 2. Boatmen use it | (Oar). |
| 3. Best part of milk | (Cream). |
| 4. Use with a lock | (Key). |
| 5. Cry of a sheep | (Baa). |
| 6. A month | (April). |
| 7. A colour | (Red). |
| 11. Dishes of raw vegetables | (Salads). |
| 12. Truthful | (Honest). |
| 14. Scamp | (Rogue). |
| 15. Viper | (Adder). |
| 16. Perform | (Do). |
| 17. A bar of gold | (Ingot). |
| 18. Material | (Linen). |
| 23. End of a Peke | (Eke). |
| 25. One of 27 across | (Ode). |

Here's a nice, easy one. Of what English word does the arrangement of letters beside the puzzle remind you? The word is hidden, as usual, and the clues are:—



What English word does this suggest to you?

Clues:—

- | Across. | |
|--------------------------------|--|
| 1. Came to pass. | |
| 7. A melody. | |
| 8. Roman numeral for 6. | |
| 9. Short for "right." | |
| 10. Roman numeral for 4. | |
| 11. A continent. | |
| 13. Hidden word. | |
| 14. Vegetable. | |
| 15. Regard with respect. | |
| Down. | |
| 1. Fluttered over (as a bird). | |
| 2. Short for "pint." | |
| 3. Follow. | |
| 4. Whole. | |
| 5. Compass point. | |
| 6. Broke into parts. | |
| 11. Book of maps. | |
| 12. Joint of foot and leg. | |

Through countryside and town,
Cross rivers, over commons
wide.
Up hill, then swiftly down.

One day we went to Canada,
And once to far Peru;
In China drank a cup of tea
Then called at Timbuctoo
And though the Grown-Up-Folk
would say
We couldn't get so far —
And that we never leave the
house —
YOU KNOW WHAT GROWN-
UPS ARE.

THE TINKER BELL CLUB.

I want to become a member of the "Tinker Bell Club," and I promise to do one kind action every day. Please send me a "Tinker Bell" enrolment card.

Name

Address

Age Date of Birthday

Cut this out, and send it to Tinker Bell, c/o The Editor, China Mail.



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Retrenchment Commission's Recommendations

(Continued from Page 7.)

names appear on the Hong Kong list of Authorised Architects have no qualifications and are architects only in name. The Commissioners recommend that no person should be permitted to practise as an architect in the Colony unless he has obtained the degree of A.R.I.B.A., examinations for which are held in Hong Kong, or, a foreign diploma of equal standing. A clause to this effect should be inserted in the Public Health and Buildings Ordinance. The second point stressed by witnesses was the incompressible state into which the Buildings Ordinance had got as a result of amendment and re-amendment, with the additional difficulty that departments such as the Medical and Fire Brigade would, under cover of vague phraseology in the Ordinance, stipulate for fulfilment of somewhat fantastic requirements before they would consent to a plan being passed. The remedy for both these evils is the same. The complete redrafting of the Buildings Ordinance. A special Committee, of which should be representatives of leading local firms of architects, should be appointed for the work. There might well be incorporated in the revised ordinance provisions for payment of a fee for passing a plan, and of penalty fees in the case of incorrectly drawn up plans. Power should also be given to the Governor in Council to censure an architect who erects a faulty constructed building, and to suspend or remove his name from the list of Authorised Architects in the event of his repeating the offence. The requirements of the Medical and Fire authorities should be clearly set forth, so that there would be no ambiguity. Thereafter the Director of Public Works, as Building Authority, would decide whether those requirements had been complied with or not.

13.—The same or a similar Committee might also go into the question of contracting and sub-contracting. As many witnesses have said, it is the sub-contracting system as it exists in Hong Kong, that is responsible for so much shoddy building. The law should, if possible, be tightened up considerably in this respect, and modern methods enforced to the exclusion of the obsolete and dangerous ones now prevailing.

19.—For the present the Commissioners do not consider that the large staff of six engineers and ten overseers in the Buildings Ordinance Office can be cut down. When there is a new ordinance the staff can be reduced. It is essential that the revision should not be delayed.

Government's Comment.

Paragraphs 17-19.—Considerable progress has been made in the revision and redrafting of the Ordinance before the Retrenchment Commission's Report was received. The suggestion of the Commission are being considered in connection with the new Ordinance, and the technical members of the Authorised Architects Committee will be consulted on proposed amendments in the Ordinance. It is not considered desirable to confine the list of authorised architects to persons who hold the certificate of A.R.I.B.A. No such provision exists in England. In view of the importance of safeguarding the public against dangers to life and health the Government must demur to the use of the word 'fantastic' with reference to the requirements of the Director of Medical and Sanitary Services and the Head of the Fire Brigade.

It is doubtful if Government rules and regulations could eradicate the system of sub-contracting. 20.—The Architectural and Buildings Ordinance Offices should be considered as one office for the purpose of circulation of staff. The heads of both should be fully qualified architects. The title 'architect' might well be substituted for that of 'engineer' in the case of senior officers of these sub-departments. Such a nomenclature would be more in accordance with reality, or what should be reality.

Government's Comment.

Paragraph 20.—The two offices are so considered. The title 'Architect' has been substituted for that of Engineer.

General Works Office.

21.—It has already been stated that the existing General Works Office should be abolished, and its work split up amongst other sub-departments. With minor building

construction handed over to the Architectural Office there is left drainage, road construction and miscellaneous works. The former should be taken over by the present Drainage Office; roads construction by the present Roads Maintenance Office. The present division of roads work into two separate sub-departments is ludicrous, especially when it is realised that the surfacing of a new road is done by the maintenance and not by the constructional (i.e., General Works) Office, with the result that road construction estimates are misleading. The regrouping proposals of the Commissioners do not stop here. They advocate the amalgamation of the enlarged Roads and Drainage offices into one sub-department. This combined sub-department, which might well take the title of 'General Works' Office, should take over the execution of miscellaneous works, which fell to the present General Works Office. The work of the Roads and Drainage offices is so closely allied that the placing of it under one head should have good results. It will be necessary to retain an engineer in charge of each of the old sub-departments, but their positions will not be of such responsibility as that of the present executive engineers. They will simply be engineers of some seniority, with the executive engineer of the combined sub-department responsible for the whole.

22.—None of the personnel of the existing General Works Office should be taken over by the new combined sub-department; it should be disposed of by termination of employment or absorption elsewhere into the Public Works Department as vacancies occur. Constructional work by the Public Works Department will for the next few years be negligible; on the other hand maintenance work will have to continue. The proposal amounts in effect to a reduction in the Roads and Drainage offices.

Government's Comment.

Paragraphs 21-22.—The General Works Office will be abolished, though the arrangements for the transference of its work amongst the Architectural, Drainage and Roads Offices will take a short time to complete.

The question of reductions in the staff at present allotted to the General Works Office cannot be decided until experience of a few months has shown how the Roads and Drainage Offices can deal with the extra work that will be thrown on to them. It is however anticipated that no large reductions will be possible, for whilst Government is itself embarking on an extensive constructional programme, there is considerable building development going on especially on the mainland, which involves the provision of drains and drainage systems, and improved streets and roads. It is on account of this rapid development that the Government does not feel able to agree to the amalgamation at present of the Roads and Drainage Offices which deal with very specialized spheres of work.

23.—There is included in the Roads sub-department, staff to carry out repairs to Government vehicles at the motor repair shop at Wanchai. This shop undertakes not only minor repairs but major ones as well. This is a bad case of duplication, for at the Railway Workshops at Hung Hom there is of necessity a far larger workshop, which, apart from railway works, repairs Government motor vehicles. There is not a sufficiently large number of Government vehicles to justify two sets of expensive repair tools and machinery. The Wanchai shop should deal with minor repairs only, anything of a major kind being sent over to Hung Hom. This will mean transporting badly damaged vehicles across the harbour, but the cost of this will be negligible compared with the present duplication. Reductions will have to be made in the staff of the Wanchai shop. The post of Mechanical Engineer, for which in any case there appears to be little justification, should be abolished. The shop should be in charge of one European overseer; at present there are two.

Government's Comment.

Paragraph 23.—On the island there are 77 Government motor vehicles, exclusive of motor cycles, and on the mainland 47. The motor has been gone into very carefully, and the solution which appears to Government to be the most

economical is to concentrate the repair of all Hong Kong vehicles at the Wanchai workshop, and all Kowloon vehicles at the Hung Hom workshop. The Manager, Railway, states that for the railway to undertake major repairs of all vehicles he would require an additional European mechanic, while, as the Commissioners realize, a workshop for minor repairs would still be necessary on the Hong Kong side. The transport of motor vehicles, especially such heavy vehicles as road rollers, from Hong Kong to Kowloon would be expensive and unsatisfactory. The advantages of the present system in the daily supervision and adjustment of Government vehicles seem to have been inadequately appreciated by the Commissioners. It is proposed to renege the post of European Workshop Mechanic at the Wanchai shop, but it is considered necessary to retain the post of Mechanical Engineer. It may ultimately be found that the best solution will be to place the workshops, so far as motor vehicles are concerned, on both sides of the harbour under one officer. This possibility is still being investigated, and the whole question should be further considered when the Vehicular Ferry is in existence.

Electrical.

24.—The Electrical sub-department is divided into two sections, one dealing with lighting, telephones, etc., and the other with wireless and broadcasting. The latter is under the Post Master General, though directly administered by the Electrical Engineer, who thus owes a double allegiance to the Director of Public Works and the Post Master General. This dual control of one sub-department is not logical and is bound to be detrimental to efficiency. It is therefore recommended that the whole of the Electrical Office should be taken out of the Public Works Department and placed under the Post Office, of which it would form a sub-department. The Commissioners are unable to make recommendations regarding the staff of this sub-department as they understand that negotiations are proceeding between the Government and the Imperial Wireless and Cables Company with a view to the transference to the Company of the greater part of the Colony's wireless service. Only when it is known exactly what wireless work will still have to be done by the Government will it be possible to make staff arrangements.

Government's Comment.

Paragraph 24.—Government does not consider the suggestion to put the Electrical Department under the Postmaster General to be sound. The department deals with many matters outside the sphere of the Postmaster General.

25.—They would, however, suggest for the consideration of Government the question of the disposal of the Government's telephone service to the Telephone Co. if satisfactory terms can be arranged. It might also be found cheaper to let out to contract the maintenance of Government lifts. At present this work is carried out by the Electrical department.

Government's Comment.

Paragraph 25.—The question of letting out to contract the maintenance of Government lifts is being explored. It is not considered desirable to dispose of the Government's telephone system.

Port Development.

26.—Of the engineering departments proper there remains the Port Development. The Commissioners have already reported to Government their views on the future administration of the harbour, and also on the necessity for proceeding with a survey of the harbour without delay. If it is not found practicable to employ on this survey, the two qualified officers who are already in the Government service, it will be necessary to engage qualified men from outside the service. Their engagement should be strictly of a temporary nature.

Government's Comment.

Paragraph 26.—One qualified officer formerly in Government service has already been appointed for this work on a temporary basis.

27.—The Vehicular Ferry Piers scheme is another extraordinary work. This is being executed by the permanent staff of the Port Development sub-department. For the future it is recommended that works of this nature should either

be carried out by specially engaged temporary staff, or the whole work, if of sufficient magnitude, entrusted to a firm of British contractors of world wide repute.

Government's Comment.

Paragraph 27.—The method of carrying out large 'extraordinary' works has been dealt with under paragraph 13 above.

28.—Apart from the Vehicular Ferry Piers the department has in hand only constructional work; and this will be finished by the end of the year. All that will remain will be maintenance work. For this a staff of one engineer and two overseers is considered sufficient. The remaining posts of executive engineer, two engineers, and three overseers should be abolished. The engineer in charge of the reduced Port Development sub-department should be at the disposal of the newly constituted Harbour Board.

Government's Comment.

Paragraph 28.—The continuance of the Port Development sub-department, and the staff required for it, will be considered on the conclusion of the Vehicular Ferry scheme. It should however be noted that the present executive staff of this sub-department consists, so far as maintenance and minor constructional works are concerned, of only one Engineer and one Executive Engineer, and a considerable part of the time of the latter officer is devoted to the Vehicular Ferry scheme—a loan work.

Crown Lands and Surveys.

29.—The two sub-departments of Crown Lands and Surveys can conveniently be taken together. They are closely allied, and at one time formed a single unit. They should again be amalgamated under the leadership of a properly qualified surveyor. The logical place for such a department is not in the Public Works Department but rather with the Land Office. The Land Office was, however, reluctant to take the sub-department whilst all witnesses from the Public Works Department were equally reluctant to see it leave them. The Commissioners make no recommendation on this point.

30.—The most noteworthy feature about the personnel of these two sub-departments, and of the Surveys Office in particular, is the growth in the number of Chinese surveyors, who are reported as being highly satisfactory. Their number has risen from 8 in 1926 to 35 in the present year. There has been no corresponding reduction, in fact no reduction at all, in the number of European surveyors. The result is that the office is greatly overstaffed. A reduction of 6 out of 9 European surveyors should be made forthwith. This will leave the combined sub-departments with a total senior European staff of seven officers; not an ungenerous allowance, and quite sufficient to supervise the Chinese survey staff, some of whom are still comparatively inexperienced. In a few years it should be possible further to reduce the European staff in this office.

Government's Comment.

Paragraphs 29-30.—The Crown Lands and Survey Offices have been re-amalgamated and a reduction of three European posts—Superintendent of Crown Lands, Second Assistant Superintendent of Crown Lands, and one Surveyor—effected. In view of the fact that Brigadier Winterbottom, who was specially sent out by the Colonial Office to inspect the survey offices of Crown Colonies, reported that the staff of the survey office of Hong Kong should be increased by one European surveyor, it is not considered that further reductions beyond those indicated above should be made.

31.—The Valuations and Resumptions Officer, half of whose work is for the Estate Duty Commissioner, should as soon as the resumption work in New Kowloon has been completed, a matter of five years or so, be absorbed into the Assessor's office. For the present it is essential that he should be in close and constant touch with the Public Works Department.

Government's Comment.

Paragraph 31.—Government agrees with this recommendation, which does not however call for any action at present.

32.—The Commissioners received complaints of delays by the Crown Lands Office in dealing with applications for land. This they found to be the fault not of the individual officers but rather of the unwieldy system, whereby an application has to be referred to numerous other sub-departments, such as Drainage, Waterworks, etc., before a decision is arrived at. It would be far simpler if areas for development were mapped out in zones in advance. This would enable an application for a site in the area to be speedily granted without the present multiplicity of references, whilst at the

same time publication in the Government Gazette from time to time of the zone areas would prevent applications for sites in areas not available. The 'zoning' should be in the hands of a standing Zoning Committee under the Chairmanship of the Director of Public Works, and with expert unofficial representatives serving on it.

Government's Comment.

Paragraph 32.—There was a Town Planning Committee, doing work similar to that suggested for a Zoning Committee, which ceased to meet after May, 1923. Since that date land sales and development have been in accordance with the recommendations of the Committee. The Government regrets that it can envisage no advantage from a permanent zoning committee such as is suggested by the Commissioners. Further town planning schemes are now being prepared and when they are ready they can be scrutinised by a specially appointed Committee. There is no need for a permanent committee; it is only when large new areas, not hitherto considered, are opened up for development that such a body is required.

33.—The combined Crown Lands and Surveys Office should take over more responsibility than it does at present. It should for instance deal with all quarries, quarry leases, and permits, temporary leases and annual permits in connection with encroachments on Crown Land, without reference to a higher authority, except where a matter of policy is involved. Lease plans should also be signed by the Superintendent. Regarding sand permits the Commissioners would draw attention to the fact that the sand resources of the Colony are being rapidly depleted. The whole matter requires careful but immediate attention; meanwhile the permit fees should be considerably raised.

Government's Comment.

Paragraph 33.—Action has been taken in accordance with the recommendations in this paragraph, except that it is considered desirable for the Director of Public Works to continue to sign lease plans.

Accounts and Stores.

34.—The Superintendent of Accounts and Stores should remain with duties substantially as at present, but the organisation of his sub-department should be examined by financial and stores experts, who, in consultation with the Director of Public Works and the Superintendent, would evolve the most suitable system of accounting and store keeping. In this connection the Commissioners would remark that on several occasions they called for exact figures. In practically every instance they were assured that the figures would readily be forthcoming; but in no case were they. Figures indeed were produced after an interminable delay—but they were of little or no use. The Commissioners believe indeed that the Water and Railway Departments are the only two departments which keep their accounts on a proper basis. The need for cost accounting is imperative. Such a system, which should also provide for the keeping of simple accounts by sub-departments, would cost no more in staff or labour than the present system, which is wholly unreliable and altogether fails to reveal the true position. The salaries etc. of the officers of the Senior and Junior Clerical Staffs would have to be charged to the various departments before the costing figures could be arrived at.

Government's Comment.

Paragraph 34.—The Treasurer and Auditor have been instructed to go into this matter as soon as time permits.

35.—On the matter of accounts the Commissioners heard a great deal of evidence regarding the Allotment Voucher system. This system was devised as a check on the expenditure of money by executive engineers. Unfortunately it appears to have been abused, more in the Hong Kong than in the Kowloon section of the Public Works Department. Steps should be taken to remedy this by sub-dividing votes and by making quarterly allocations in advance. An executive engineer is a responsible officer and paid as such. If he cannot be trusted with responsibility in the spending of public money his services should be dispensed with. To fetter him as is now done only makes for delay.

Government's Comment.

Paragraph 35.—The allotment voucher system was instituted as a result of executive engineers incurring unauthorised expenditure. The system does not relieve them of responsibility. Allocations in advance are already made, and Engineers are, so far as the Government is aware, not unduly fettered by the present system.

36.—The Commissioners understand that the formation of a central store, with a branch at Kowloon, for all Government departments, except the Medical, has been proposed. They do not consider that such a scheme is likely to result in any saving; on the other hand a general store to be of any use would have to be centrally located, which would be uneconomical.

Government's Comment.

Paragraph 36.—Whilst Government does not propose to proceed with a central store at present owing to lack of funds for the capital expenditure involved, it does not share the views of the Commission that several small stores, each with their own separate staffs, are more economical than one large store.

Directorate.

37.—There remains the directorate.

The Director of Public Works has to assist him two Assistant Directors of Public Works (exclusive of the Assistant Director of Public Works in charge of Waterworks Construction), a Technical Secretary and a Secretary. The Commissioners recommend that the two posts of Assistant Directors of Public Works be abolished and replaced by one Deputy Director of Public Works. The Technical Secretary should be retained, but he should be a more junior officer than the present holder of the post. For the Secretary should be substituted a Chief Clerk, who should be a Class I officer of the Senior Clerical and Accounting Staff, to control the Correspondence Office, which appears to be somewhat neglected. The first thing that requires attention here is the filing system—the present one being far too cumbersome and detrimental to efficiency.

38.—The Technical Secretary would do most of the 'hack' work of the department, such as scrutinising allotment vouchers, adjustment of votes, and financial matters generally in connection with votes and estimates.

39.—The Deputy Director would carry out the greater part of the routine matters that are now done by the Director. He would keep in general touch with matters of policy and sub-departmental works and contracts, (though more from the clerical and financial than the constructional standpoint), sign all cheques, and deal with all subordinate and clerical staff matters and programmes of work. As deputy to the Director of Public Works he would have power to authorise work on open votes, and local store purchases.

40.—The Director would deal with all matters of policy with the Government on the one side, and the executive engineers on the other. He would normally only deal directly with the senior European staff. He would have power to authorise work on open votes up to a total of \$500 in respect of each specific work, and similarly to authorise local store purchases up to \$500 and to accept tenders up to \$1,000, without prior reference to the Colonial Secretariat; subsequent notification being sufficient.

41.—The Commissioners, though admitting that the headquarters staff is fully occupied under the present organisation of the department, feel justified in recommending reductions in that staff on three grounds. Firstly, there is the diminished amount of work with which the department as a whole will have to deal; secondly, there is the recommendation for the entire severance from the department of Waterworks; and thirdly, is the fact that much of the congestion of work at the central office is caused by faulty organisation. The broad outline given above of the duties of the Director and the headquarters staff indicates the lines on which reorganisation must take place. There should be decentralisation of responsibility; not enough is given to the executive engineers. Some of those who appeared before the Commission showed a reluctance to accept responsibility. It cannot be too strongly emphasised that responsibility is a necessary adjunct to the office of Executive Engineer.

Under the grouping of sub-departments as advocated by the Commissioners the relative importance of executive engineers will be greatly enhanced. To make the scheme workable they must be entrusted with full control of their sub-departments. The directorate will dictate policy; the execution of the work should be for the engineers in charge. The work of the Central office can be further alleviated, without throwing any more on to the sub-departments, by requiring the public to correspond direct with the head of the sub-department concerned and not through the directorate, as at present. The sub-

departmental head will only need to consult the Director if some matter of policy is involved. Minuting, in cases where the sub-departmental head is the origin of complete information, should be done by the Executive Engineer concerned, on the original C.S.O. file, which should then pass through the Director or Deputy Director of Public Works, who would merely initial the minute if he agreed with it, otherwise he would write a following minute containing his own observations and recommendations. This would save duplication of minutes and files, would give the Colonial Secretary fuller information, and would also give him an insight into the capabilities of the Executive Engineers. This system already obtains within the Secretariat. Executive engineers should also be permitted to spend up to \$250 on local purchases for works already approved by the Legislature, without having to obtain special authority.

Government's Comment.

Paragraphs 37-41.—As soon as the post of Technical Secretary has been vacated by its present holder the salary of the post will be made the same as that of an engineer—at present it is the same as that of executive engineer—and a more junior officer appointed. The same remarks apply mutatis mutandis to the Secretary. Regarding the amalgamation of the two Assistant Directors of Public Works into one Deputy Director of Public Works, Government is inclined to doubt the wisdom of the suggestion. Were the recommendation of the Commission to be adopted it would still be necessary to have one officer co-ordinating all the work on the island, and another all the work on the mainland. The officers selected would probably be the two senior executive engineers. It is not difficult to imagine that in a few years these senior executive engineers would have grown into Assistant Directors of Public Works, in addition to which there would also be the higher salaried Deputy Director of Public Works. Government agrees that the Director of Public Works should be relieved of the signing of cheques, and that Assistant Directors of Public Works and Executive Engineers should be given increased authority as regards expenditure, subject to a definite limit. The Director of Public Works is preparing concrete proposals which will then be scrutinised by the Treasurer and Auditor. The Commissioners appear to have misconceived somewhat the position of Executive Engineers. They are in full control of their sub-departments. The first two sentences of paragraph 40 state exactly the position of the Director of Public Works as it is to-day. Executive Engineers already correspond with the public direct and are encouraged to do so. To permit Executive Engineers to minute direct in C.S.O. files would, except in routine cases, lead to delay and confusion. The Secretariat should deal with the head of the department after he has settled his views with his subordinates, and not with subordinate officers. The proposals of the Commissioners would tend to be subversive of discipline within the Department.

42.—The Commissioners while unable to go too closely into the details of the subordinate staffs, foremen, messengers, coolies, etc., of the sub-departments came to the conclusion that a reduction of 20 per cent. of the existing subordinate staff, corresponding to that made in the engineer and overseer grades, should be recommended;—exactly how and where the reductions should be effected being left to the discretion of the sub-departmental heads. They will make recommendations regarding the clerical establishment elsewhere in their report.

Government's Comment.

Paragraph 42.—Instructions have been given that vacancies are not to be filled, except where absolutely necessary, and the Director of Public Works has been instructed to explore to the utmost the possibility of replacing the European Subordinate Staff by Chinese officers.

Summary of Commission's Recommendations.

43.—Summarising the recommendations as a whole—Waterworks will be entirely detached, and its financial policy put upon a proper basis; there will be a net reduction of 21 senior officers and 11 overseers, or about 30 per cent. and 12 per cent. respectively of the approved establishments; and by the process of amalgamation the number of sub-departments will be reduced from thirteen to seven. These sub-departments should be effected by experts. To-day, in the day of

(Continued on Page 14.)

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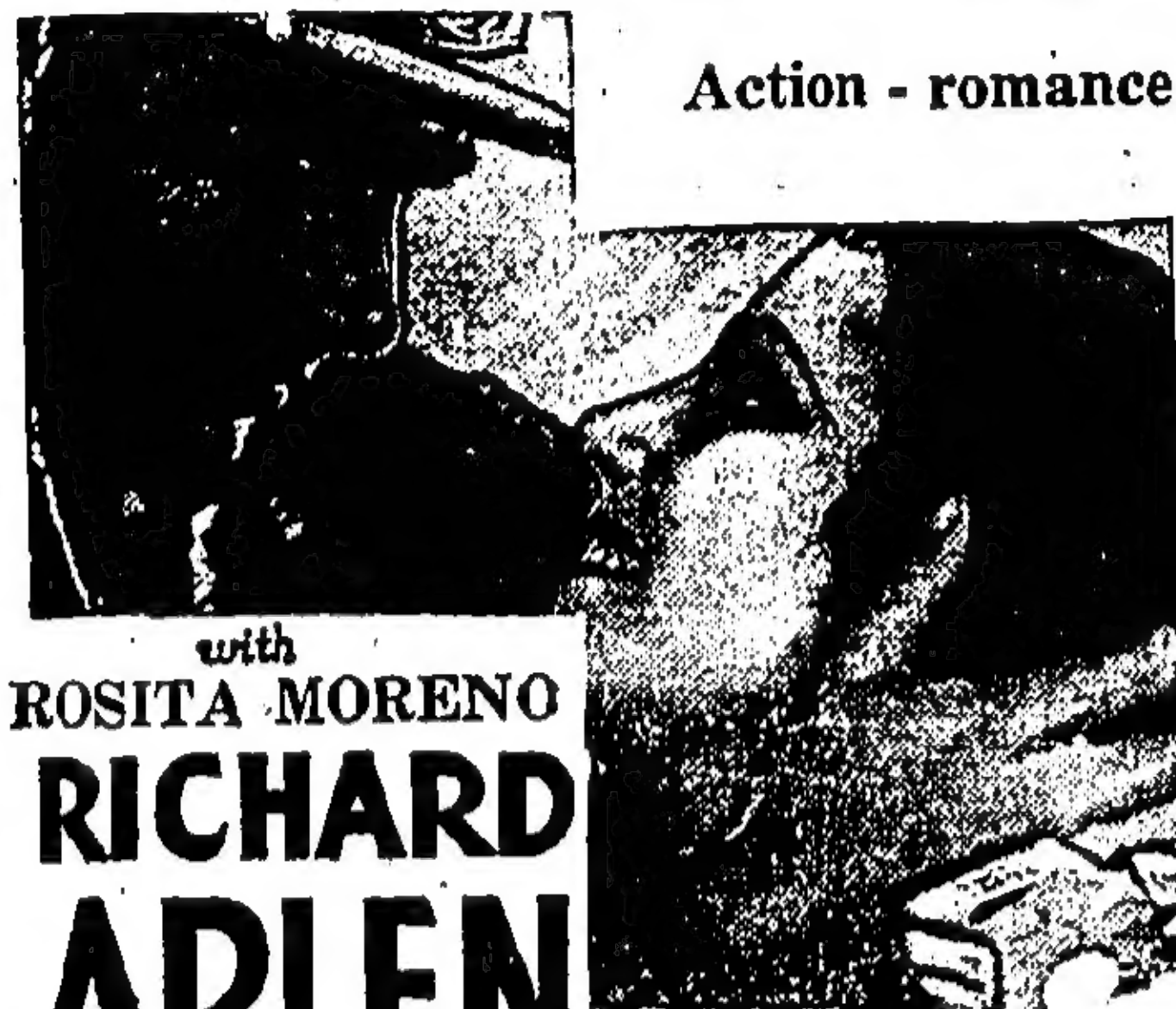
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AFTER TWELVE YEARS' LABOUR FAREWELL TO BISHOP

His Excellency the Governor and Lady Peel held an "At Home" at Government House yesterday afternoon in honour of the Rt. Rev. C. R. Duppuy, D.D., Bishop of Victoria, who had resigned his Bishopric and sailed on the P. & O. s.s. Corfu to-day for Home, where he is to take up the Canopy of Worcester Cathedral. Mrs. Duppuy was, unfortunately, prevented from attending, on account of illness. There was a large gathering.

The function took the form of a tea party which was followed by a presentation organised by the V.D.M.A. and which was responded to by all classes and nationalities in the Colony. The presentation was made with the warmest wishes for Dr. and Mrs. Duppuy's future happiness.

On the platform together with Sir William and Lady Peel were Bishop Duppuy, Bishop Valtorta, the Ven. Archdeacon Mok, of Canton, the Very Rev. Dean A. Swann, Mr. P. S. Cassidy, Mrs. G. D. R. Black, the Rev. C. I. Blanchett, and the Rev. Walton Rogers.

Mr. Cassidy's Address. Addressing the gathering, Mr. P. S. Cassidy said that it was nearly 12 years since the Bishop was consecrated to this Diocese. He would not be so presumptuous as to give Dr. Duppuy a "character." All those present had come in contact with the Bishop in one or more branches of Church life, and they had, therefore, all experienced his good fellowship, his broad-minded guidance and his enthusiastic leadership. They all united, the speaker said, in expressing their sympathy to the Bishop and Mrs. Duppuy in that they had been so handicapped by ill-health. He knew that the Bishop had felt his disability and how desperately he had tried to get the better of it until there was no alternative but to face the decision of resignation. They sympathised particularly with Mrs. Duppuy in being laid up at such a time as this. The Bishop and Mrs. Duppuy could rest assured that they were leaving with an abundance of good will, and the speaker knew that he could, on behalf of those present, wish them God-speed and bon voyage with a speedy return to good health.

The Dean's Appreciation. The Dean spoke in respectful appreciation of the Bishop, referring to the arduous duties that fell to his lot, particularly in such a Diocese as Hong Kong. There were, he said, a multiplicity of demands upon the Bishop, physically, mentally and spiritually. In addition there was the language difficulty but the Bishop had not spared himself in this work.

The Presentation. Mr. Cassidy said that the first idea was to devote part of the fund to purchase a memento of the Bishop and Mrs. Duppuy's connection with Hong Kong but other considerations had cropped up, not the least being the menace of customs duty. It had, therefore, been decided to convert the donations into a sterling draft and leave it to the recipients to use it in whatever way they thought best. The draft was for £109 18s. 6d.

At Mr. Cassidy's request, Lady Peel handed an envelope to the Bishop, containing the draft and a list of well-wishers who had contributed to the fund.

Replying, Dr. Duppuy said:—

The Bishop's Reply.

"Mr. Chairman, Your Excellency, Lady Peel and Friends,—My first word must be to say how exceedingly sorry my wife is not to be able to be here to-day. You will understand how keenly she will miss being here to see you all. In a letter I have just received from hospital she writes, 'I should love to have taken farewell of the friends who have helped to make my life so happy and enriched it in so many ways.'"

A wise old Chinese poet wrote long ago, 'When the time comes to go—go with as little fuss as possible.' There are many things to remind me that the time has come for me to go—including a letter addressed to the 'LATE Bishop of Victoria'; yet it is very hard for me to realise that twenty-four hours from now I shall have left this place which has been my home for nearly twelve years; and I am not really finding it at all simple to go: there has been so much to do before I leave. I only hope I am not going to have to-morrow any similar experiences to one I had in London not very long ago. I had occasion to go and see a specialist. The interview over, the gentleman very courteously escorted me to the front door himself to see me off, but seemed rather to prolong the good-bye ceremony and to be loath to part with me. As I turned it over in my mind on the top of a bus afterward I remembered I had forgotten to pay him his fee.

RETRENCHMENT COMMISSION'S RECOMMENDATIONS.

(Continued from Page 15.)

specialists. It is bad policy to have an officer one day in the Surveys Office, the next in the Drainage Office, and the day after in the Architectural Office. Promotion and acting appointments should, with the exception of junior engineers on their first tour of duty, take place within the sub-departments, and not according to seniority in the Public Works Department as a whole. Selected officers would have to be earmarked for command; but their number is so small as not to affect the general rule. The problems of the Public Works Department of Hong Kong are largely municipal. It would be well if its administration were in conformity with municipal practice.

Government's Comment. Paragraph 43.—The Crown Lands and Surveys, Architectural, Buildings Ordinance, and Electrical Offices are each specialist and closed sub-departments, so also to all intents and purposes are Waterworks and Port Development; this accounts for every sub-department except Drainage and Roads. Specialisation is thus an accomplished fact.

(Instalment II on Monday).

Twenty-five years ago when I left my curacy, my old vicar, who was one of the sagest and most loved men I have ever met, said to me, "Never take saying good-bye too seriously." Even if I did not fully understand what he meant at the time I have learnt since—and most of you have learnt it too—that there are some good-byes you simply aren't take too seriously—and this for me is one of them.

A Britisher never finds it easy to say thank you when he feels deeply. But there's a big thank you I must try and say to you all before I go.

Gift Appreciated.

To make a beginning, I thank you all, on behalf of my wife and myself, for this present and for all the kind thought that lies behind it. From my heart I thank you for your generosity and for all your friendship, forbearance and encouragement. We shall carry away with us many happy recollections of our time in Hong Kong and of the kindly spirit of comradeship which is so manifest here.

Then, Sir, I want to thank you and Lady Peel for inviting us all here to-day. The first lunch I ever had in Hong Kong was in Government House; since then I have experienced much kindness from successive governors and their wives, and now I shall always associate my last afternoon in Hong Kong with this Farewell Party at Government House. I had never seen anything of British Colonial administration before I came out here. I will only say that I take away with me an impression of an exacting service very honourably and efficiently discharged.

I want to say a word of thanks to the lay folk of the Diocese—Chinese and British—for all the help they have given. On the day the Simon Report on India was published I had as fellow traveller in a long railway journey a man who had occupied a leading position in public life in India. He remarked upon the difficulty of getting prominent business men in the part of India where he lived to serve on public bodies. I have no means of knowing whether he was taking a too gloomy view about this question in India, but I do know that here in Hong Kong I have been impressed again and again by the way people have given lavishly of their thought and time for public service.

Press Thanked.

And next I want to thank the Press of Hong Kong for the backing it has so generously and readily given. I have often thought that the value of the Press in a place like this is not only in forming and helping to mould public opinion in the more populous centres, but equally in keeping those in more isolated places in touch with the outside world. And this applies also to wireless. I remember once during a confirmation tour landing on a lonely island where I found one Britisher and his wife and child among a population entirely Chinese. I had confirmed the wife in St. John's Cathedral. They told me they often listened in to the service on Sunday evenings and joined in themselves and that it meant much to them.

(Continued on Page 8.)

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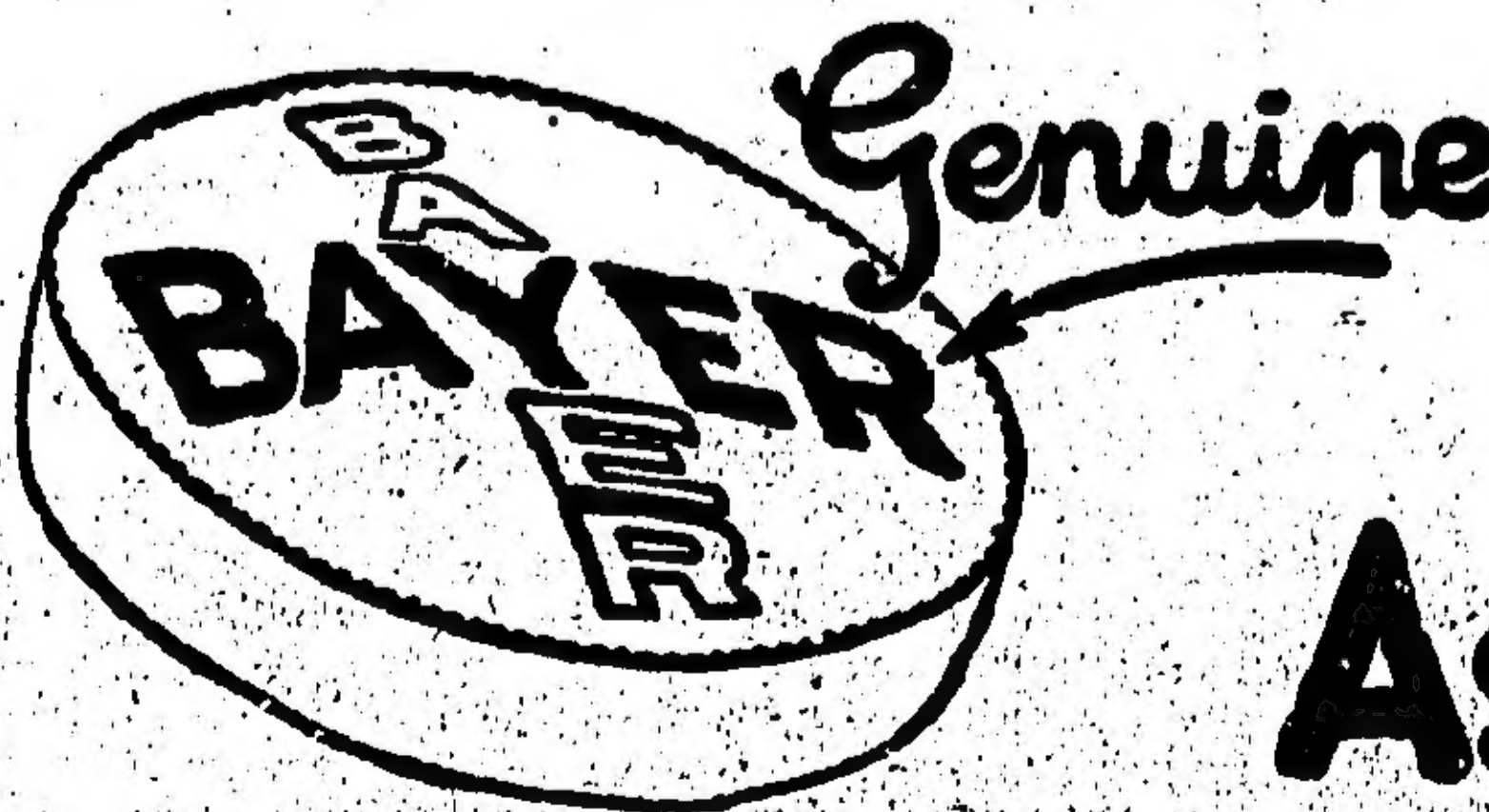


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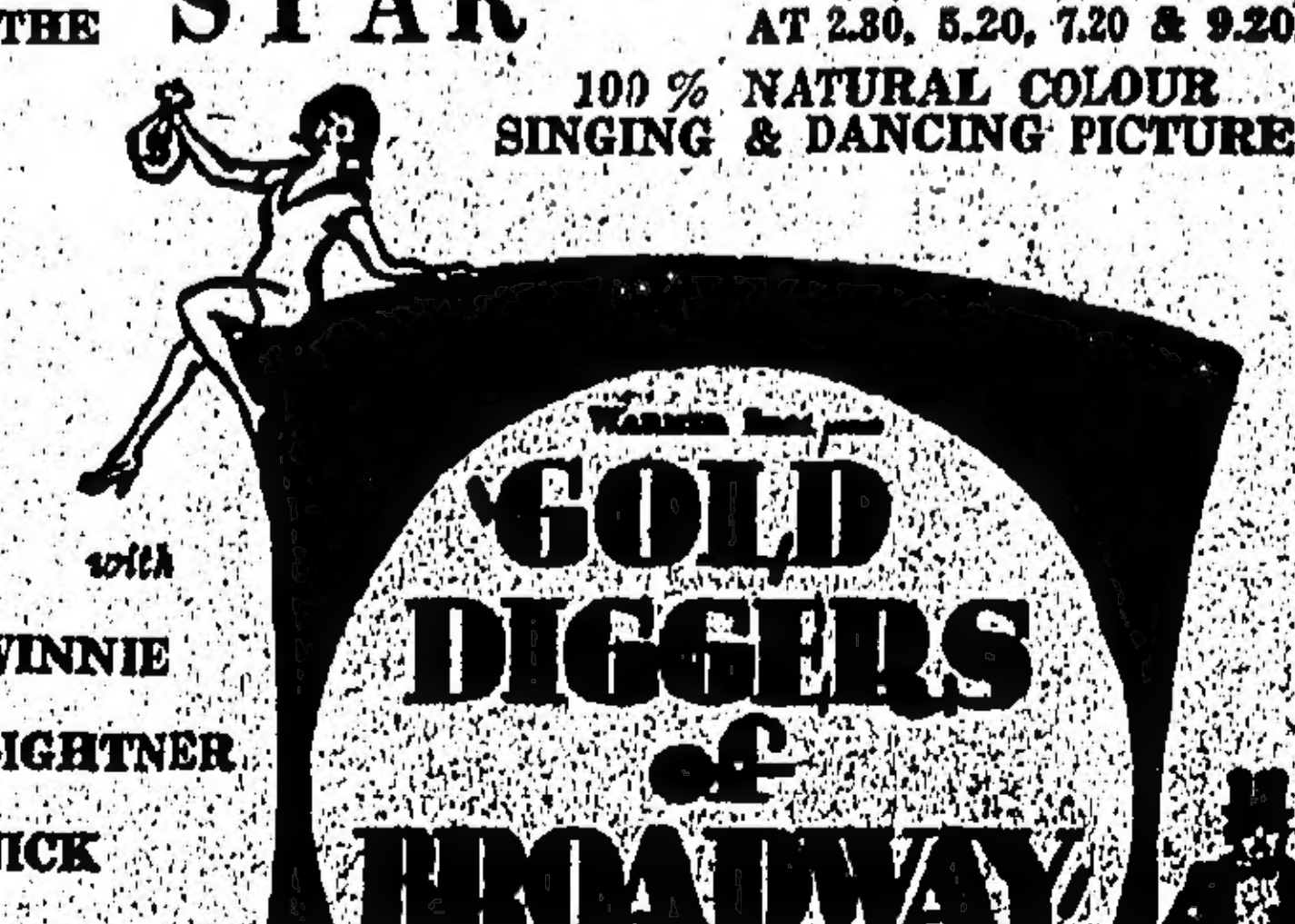
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